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HIGHWAYS of FLORIDA



This booklet, a presentation of the Highway Planning Survey, gives a short history of transportation; shows the development of highways in Florida; outlines the objectives of the Survey; and for the benefit of motorists, briefly describes the State's scenic values. We invite your perusal so that you may become better acquainted with the highway problems of today.



Compiled by

WALTER H. McDONALD

STATE ROAD DEPARTMENT OF FLORIDA
DIVISION OF STATEWIDE HIGHWAY PLANNING SURVEY

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HON. ARTHUR B. HALE
CHAIRMAN
STATE ROAD DEPARTMENT OF FLORIDA

Governor Cone has pledged his administration to a program of rigid economy in State government. As a contributing factor, the Statewide Highway Planning Survey is providing factual information upon which future expenditures of public funds for road improvements and construction can be placed on a sound and economical basis.

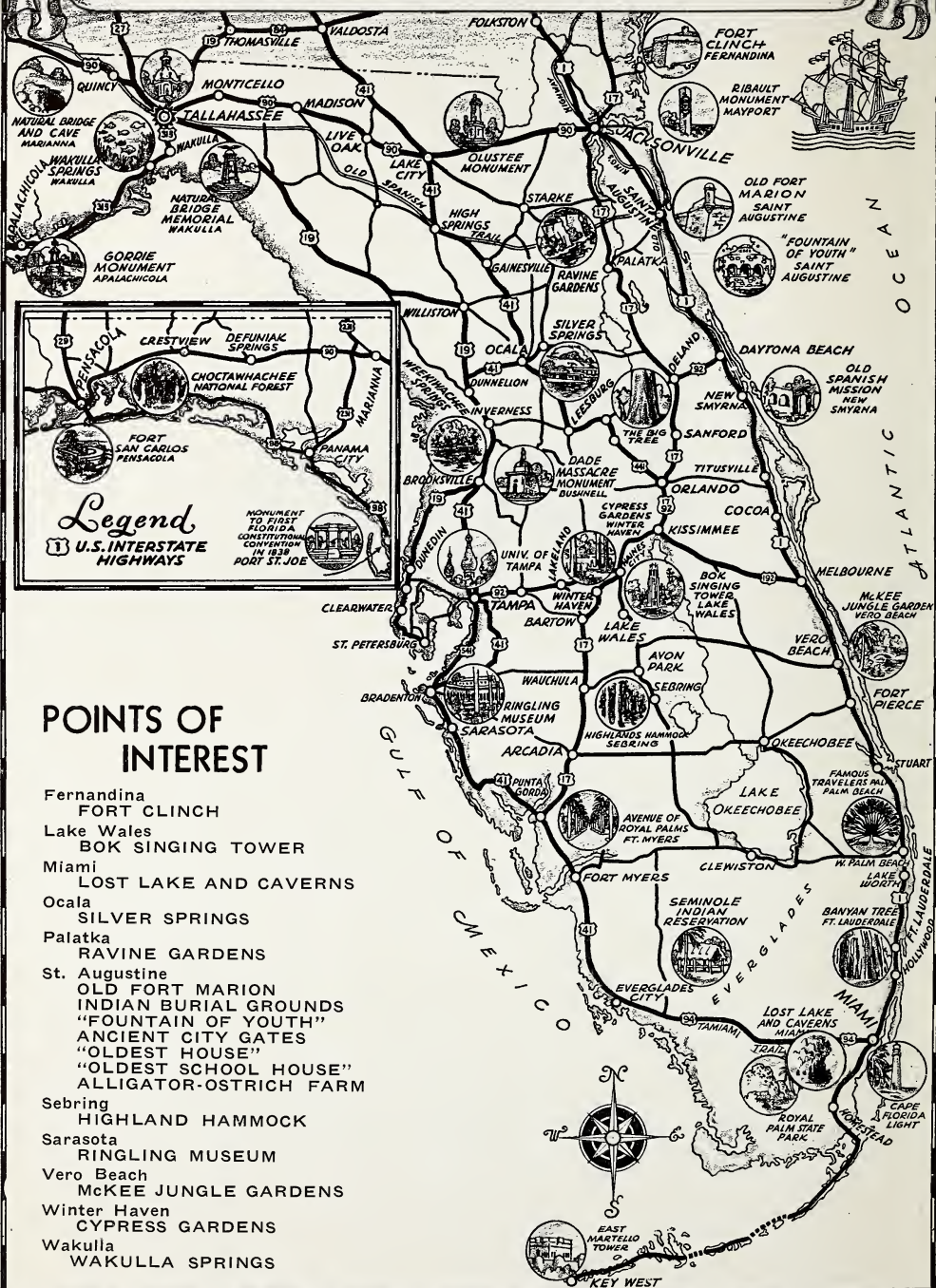
Florida will materially benefit from this rational Highway Planning Survey, which is nationwide in scope and financed largely with Federal funds.

Arthur B Hale

FLORIDA

HISTORICAL GUIDE & ROAD MAP

OUTSTANDING ATTRACTIONS · NATURAL WONDERS



FLORIDA FACTS

FLORIDA has a total area of 58,666 square miles, 54,861 of which are land, and the remaining 3,805 square miles consist of water. The peninsula has 1,400 miles of shoreline.

FLORIDA'S average mean temperature is 72, and the average rainfall is 51.9 inches.

IN 1935 Florida's population was 1,602,268.

RECORDS disclose that 284,642,538 gallons of gasoline were consumed in this State in 1936.

IN 1936, 408,339 motor vehicles were registered.

FLORIDA leads the nation in the production of grapefruit, celery, Fuller's earth, and phosphate (84% of U. S. production), and in winter-grown crops we rank first in producing tomatoes, snap beans, eggplant, cucumbers, peppers, and Irish potatoes. Our waters yield about 137,000,000 pounds of fish yearly. Florida grows a greater variety of food products throughout the year than any other State and there are still ten million acres of rich farm land yet to be developed in the "Sunshine State!"

SHIPPING to and from every quarter of the Globe passes through Florida's busy ports.

MORE than 90 per cent of the population of the United States can reach Florida within 48 hours.

THE northernmost tip of Florida is farther south than the southernmost limit of California.

AN automobile traveling from Pensacola to Key West via Jacksonville must drive 890 miles, which is 100 miles farther than the latter city is from Washington, D. C.

MIAMI'S magnificent "Dinner Key Base," said to be the world's largest seaplane base, brings 170 cities and 32 countries of Pan-America within a few days' reach of the United States.

HONORABLE Fred P. Cone, Governor of Florida, has had 34 predecessors, seven of whom served as territorial chief executives, and the first of these was Andrew Jackson, who later became the seventh President of the United States.

WHEN Florida was ushered in as a territory in 1821 there were only two counties, Escambia and St. Johns—today we have sixty-seven.



THE FAMOUS APPIAN WAY TODAY OUTSIDE OF ROME



The Romans..... *first great road builders.*

IT was her roads that made Rome mistress of the world. Built as military avenues they covered the Empire in spider-like fashion. Over them, her legions traveled swiftly to the far-flung frontiers to execute the will of Rome. As new peoples fell before the might of Roman arms, highways linked these territories with the Imperial City. Thus, by the close of the second century A. D., Rome was the junction of 29 important roads.

Most celebrated of Roman roads is the Appian Way, which was begun in 313 B. C. by Appius Claudius Caecus. Extending southward from the capital city to Capua, the Appian Way, when the Empire was in power, crossed the Apennines, continued to Tarentum and from there reached over to the fortified port of Brundisium.

Like most Roman roads, the Appian Way is a marvel of durable construction. Its foundation consists of repeated layers of graded stone packed and rammed to a depth of several feet to create an enduring grade level, while polished stone, fitted piece by piece with minute care, forms the famous highway's surface. Although



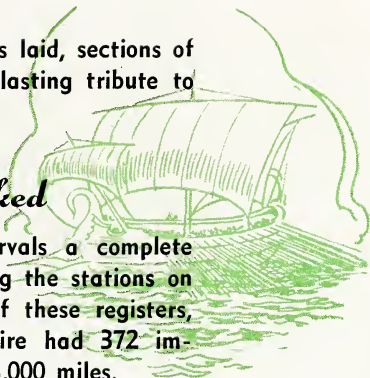


ROMAN LEGIONS—THE MIGHT OF AN EMPIRE

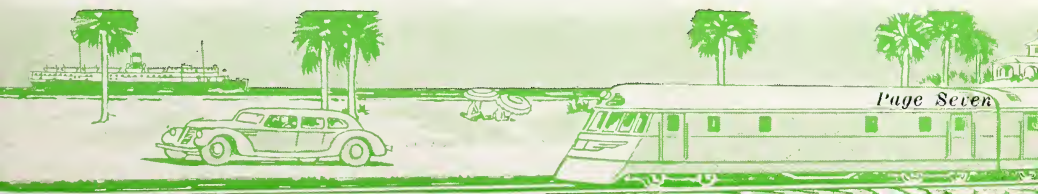
2,250 years have passed since the first stone was laid, sections of the Appian Way are still being used today—a lasting tribute to the excellence of Roman engineering!

All Roman Roads Were Marked

All Roman roads were marked and at intervals a complete register of the whole system was published listing the stations on the roads and distances between them. One of these registers, issued about 200 A.D., discloses that the Empire had 372 important paved highways comprising a total of 48,000 miles.



In the center of this great web-work of highways was Rome, seat of power, luxury, and culture. To her doors came the wealth of the world, transported over her multitudinous miles of roads. Where her legions marched, trade flourished; military thoroughfares became the busy arteries of commerce, the routes of an efficient postal service, and the way of the traveler. Thus, even greater than the might of Roman legions were the roads which firmly bound the Empire together. And until the day that the troops were recalled to protect the gates of the Imperial City, the fine highways of the Empire were never permitted to suffer neglect.

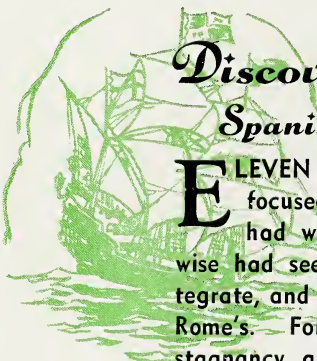




AS PONCE DE LEON MAY HAVE APPEARED OFF THE COAST OF FLORIDA

Discovery of Florida.....

Spanish ships sail up the coast.



ELEVEN centuries after the fall of the Roman Empire, Spain focused her attention on America. These passing centuries had witnessed the repeated sacking of Rome. They likewise had seen the fine highways of the Empire gradually disintegrate, and become crumbling reminders of the splendor that was Rome's. For centuries following the downfall of the Empire stagnancy and strife were rampant in Europe, when with the Renaissance in Italy, came the revival of trade and learning—a movement which spread rapidly to Portugal, then Spain.

During the year 1513 three lumbering caravels slowly sailed up the coast of Florida. In command of the small fleet was Juan Ponce de Leon, who had just conquered Porto Rico for Spain and was now in search of the isle of Bimini, where the Indians had told him there was a spring that would restore his youth. Believing that Florida was the island he was searching for, the explorer looked for a sheltered cove where he might land and claim the territory for Spain.

The discovery of the peninsula by Ponce de Leon was the beginning of the long period of Spanish explorations and, although





ST. AUGUSTINE IN 1672 (FROM THE PAINTING)

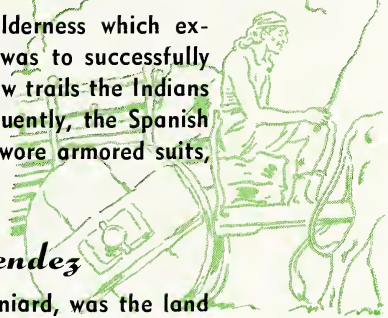
many expeditions followed, none of them met with success until Menendez de Aviles landed at St. Augustine in 1565.

Menendez realized that the impenetrable wilderness which existed then must be opened for travel, if Spain was to successfully conquer the unexplored regions. However, the few trails the Indians used were suitable for foot travel only. Consequently, the Spanish were unable to ride their horses, and since they wore armored suits, passage afoot was arduous.

First Highway Built by Menendez

Almost since its discovery, Florida, to the Spaniard, was the land around which the treasure fleets sailed; the wish of Spain was to plant fortifications only to protect its treasure. Menendez knew this and seized the idea of finding a way across the peninsula by water, thereby eliminating the voyage through the treacherous Florida straits. While not successful in this attempt, Menendez did build the first road in Florida. This short stretch joined old Fort San Marco at St. Augustine to Fort Caroline on the St. Johns River to the north, which the Spanish had captured from the French in 1565.

Following the founding of St. Augustine, Spain increased her hold in the New World by establishing the colonies of Pensacola





ST. AUGUSTINE—ZERO MARKER



CITY GATES



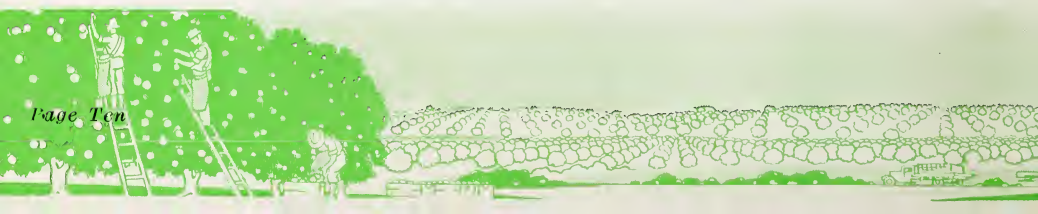
MOAT OF OLD SAN MARCO

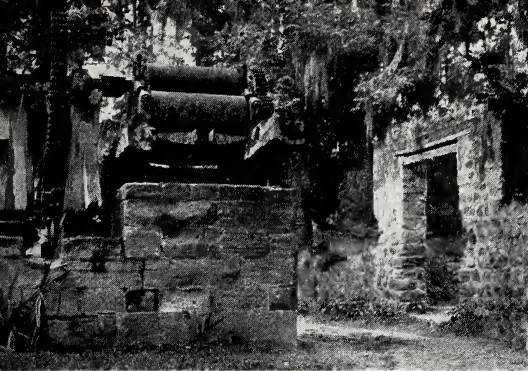
and Fernandina. In an effort to Christianize the Indians, mission towns, too, were planted at strategic points all over Florida. Since these missions needed supplies and most of them lay within the interior, it became evident that roads must be built connecting them with St. Augustine, the seat of the government.

The Spanish Trail..... *America's first transcontinental highway.*

BY the early part of the seventeenth century forty missions, situated between St. Augustine and Pensacola, had been connected with a roughly improvised road. This highway, later known as the Spanish Trail, was the first transcontinental route in America, for it eventually continued across the southern portion of the United States, from St. Augustine to San Diego, California.

The Spanish Trail began at St. Augustine and continued west to Picolata, where it crossed the St. Johns River. Here the trail traveled southwest around the southern shores of Santa Fe Lake and crossed the Natural Bridge section just outside the present town of High Springs. From Natural Bridge it continued to Fort White and Monticello. At Monticello the ancient trail traversed the same course as the present US 90 does to Tallahassee. At Tallahassee stood Fort San Luis, and from there the Spanish Trail ran up into south Georgia connecting with a road leading to San Diego, California. After the destruction of Fort San Luis by Governor Moore in 1704, Fort San Marco on the Gulf was made the western terminus of the trail.





RUINS OF SPANISH SUGAR MILL, SPANISH MISSION REMAINS NEAR NEW SMYRNA

During Spanish times the trail was kept in good repair. Pack trains loaded with supplies carried products to the missions. But with the advent of the English, Florida was divided into East and West Florida. With separate governors there was less need for communication and the Spanish Trail was left to grow up in weeds and underbrush. It was not until American times that the road was used again, the repaired highway being known as the Bellamy road, for the pioneer planter who undertook to clear it.

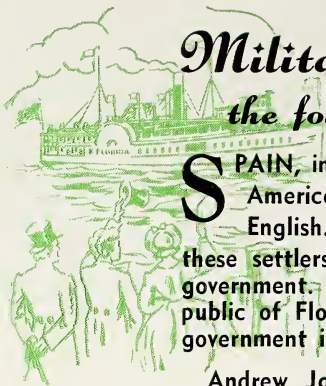
The Kings Highway..... *an aid to the development of East Florida.*

WHEN Florida fell into the hands of the English in 1762, transportation became the leading factor of British success in developing the territory. It was during this period that the Kings Highway, the "great road," between New Smyrna, Florida, and Coleraine, Georgia, was constructed.

Many plantations sprang up over the State and their supplies of sugar and cotton were transported over the Kings Highway to the nearest ports. Later, in Revolutionary times, heavily loaded wagon trains brought in those who sided with the Crown to settle in British Florida. This road, which is now part of US 1, was the scene of many Revolutionary skirmishes.

After the Revolution England found it impossible to hold Florida, so the peninsula was ceded back to Spain. This seriously affected travel in the colony, for the roads which the British had built connecting the plantations with Kings Highway, now fell into disuse and subsequently disintegrated.





Military Roads.....

the forerunners of modern highways.

SPAIN, in an effort to protect her interests in Florida, invited American colonists to settle the plantations left by the English. But hostile Seminoles made frequent inroads on these settlers causing them to complain bitterly to the Spanish government. Conditions became so serious that in 1812 the Republic of Florida was formed, forcing Spain to permit local self-government in Northeast Florida.

Andrew Jackson twice invaded Florida to punish marauding Seminole Indians. To end this period of chaos, the United States purchased Florida in 1821 and Jackson became the first territorial governor.

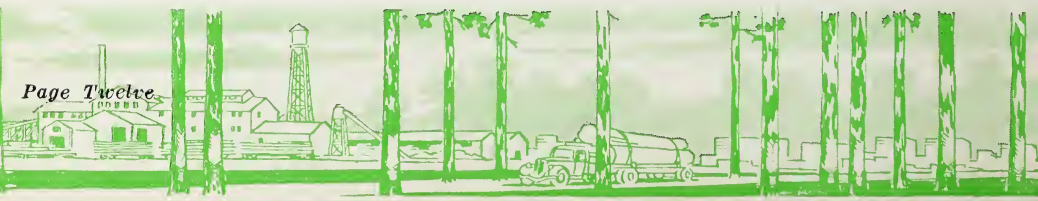
The era which followed was the genesis of the State road system, for the long Seminole Wars, which eventually cost the United States ten million dollars and the lives of 1,500 soldiers, resulted in the establishment of forts in virtually every part of the State. These forts became the forerunners of numerous cities, and military roads connecting them have been the basis of many of the State's present highways.

"King Cotton" Aboard the River Steamers

On March 3, 1845, both Florida and Iowa were admitted to statehood, thus keeping the balance of power between the North and South who were already embittered by the controversial slavery issue. Cotton, sugar, cattle and hogs were the chief products of the new State. These were transported to nearby ports on wooden carts drawn by teams of oxen. River steamers were coming into use at this time and the St. Johns and Apalachicola Rivers had many side and stern wheelers.

Cottonton, later known as Apalachicola, was the most prosperous port on the Gulf. In 1860 cotton shipments aggregating more than \$9,000,000 were sent from this port to coastal and foreign markets. From Georgia, Florida, and Alabama came the cotton which was transported along wagon trains to some point on the Apalachicola River, whence river steamers brought the lucre producing fiber down to the busy port.

The period preceding the Civil War saw the creation of forty counties. As new settlers came into the young State, its port cities teemed with activity and the large plantation owners of the interior grew wealthy.



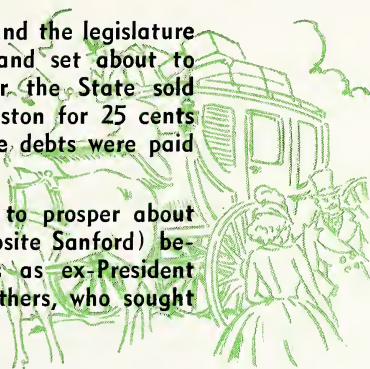
Civil War Leaves Transportation in Chaos

Even during the first two years the War between the States, Florida prospered, for the Confederate Army was fed large shipments of Florida beef. Many Florida ports were the important centers of war supplies. However, later during the war Federal gunboats blockaded all ports, and several raids by Union troops into middle Florida succeeded in destroying railroads and bridges, disrupting all means of transportation.

Reconstruction in Florida was another dark chapter in the history of the State. The few railroads which had been constructed before the war were left in ruins by Federal troops, and many of the ships which had been used prior to the war to transport goods to Northern markets either had been sunk or confiscated. The highways over the State were impassable. Poverty was widespread, and the State and local governments had no money to build roads or maintain law and order.

The carpet-bag rule came to an end in 1878, and the legislature meeting that year framed a new constitution and set about to rebuild the devastated State. Two years later the State sold 4,000,000 acres of its best land to Hamilton Disston for 25 cents per acre. With the \$1,000,000 so accrued, State debts were paid and new developments initiated.

Along the St. Johns River resort cities began to prosper about 1870. Jacksonville, Palatka and Enterprise (opposite Sanford) became fashionable playgrounds to such persons as ex-President Grant, President Cleveland and his bride, and others, who sought recreation and entertainment at these resorts.



Steamboating on the St. Johns

For a decade following 1880, the St. Johns River had the largest river tonnage on the Atlantic seaboard south of the Hudson. Steamboat racing and attendant betting also gained notoriety in this era. So many boats blew up, scattering the crews and passengers alike along the river banks, that the legislature passed an act prohibiting this sport.

Through passenger service was not inaugurated from New York to Jacksonville until 1886, when the Clyde Line sent the Cherokee upon her maiden voyage. Passenger service was extended to Miami in 1924. Today four steamship lines offer fast passenger service between Jacksonville and New York, with additional freight and passenger accommodations to other Atlantic and Gulf ports.





UPPER LEFT—LOADING NAVAL STORES JACKSONVILLE
LOWER LEFT—TAMPA'S NOTED HARBOR

UPPER RIGHT—ONE OF FLORIDA'S CRACK TRAIN
LOWER RIGHT—LOADING PHOSPHATE AT TAMPA

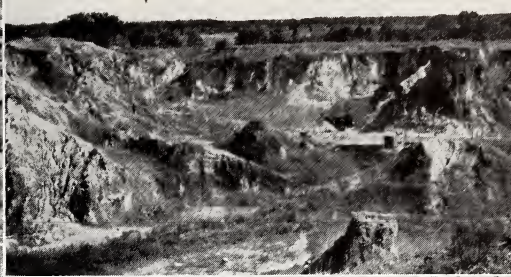
The Coming of Railroads..... a period of awakening!

INLAND travel prior to the coming of steam railroads was made by stage coach. Perhaps the longest stage coach line in the State was the one which ran between Gainesville and Tampa. This was a four-horse coach, the carriage being built in Cincinnati and equipped with high wheels to allow passage over streams without wetting the feet of patrons. Special springs were constructed for use on Florida corduroy roads. Forty-eight hours were required to travel the distance of less than 150 miles.

Florida railways developed as a sort of friendly rivalry between two men, Henry M. Flagler and H. B. Plant. Flagler selected the East Coast for his developments and Plant took the West Coast. Regular passenger service was extended to Miami by 1896, and in 1912 Flagler extended his railroad to Key West. The Flagler system is now the Florida East Coast Railway.

Plant's system connecting Tampa and Jacksonville was completed in 1884. This railroad is now part of the Atlantic Coast Line. Between 1920 and 1927 the Seaboard Air Line built approximately





UPPER LEFT—COASTAL LINER AT MIAMI
LOWER LEFT—THE FAMOUS "TAMPA BAY HOTEL"

UPPER RIGHT—LIME ROCK QUARRY NEAR OCALA
LOWER RIGHT—SCHOONER TAKING ON CROSS TIES

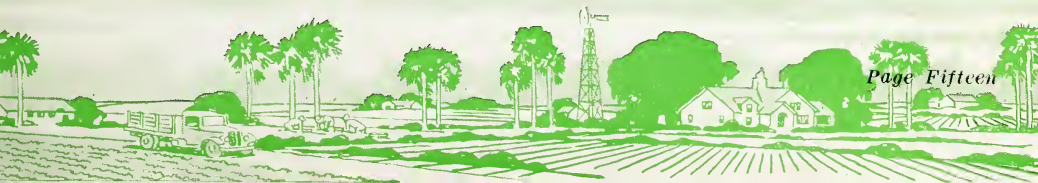
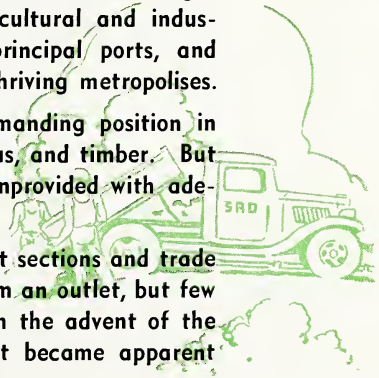
500 miles of track in Florida, including a Tampa-Miami route. Today, every section of the State is connected by rail and some of the fastest trains in service are scheduled between Florida points and Eastern and Western centers.

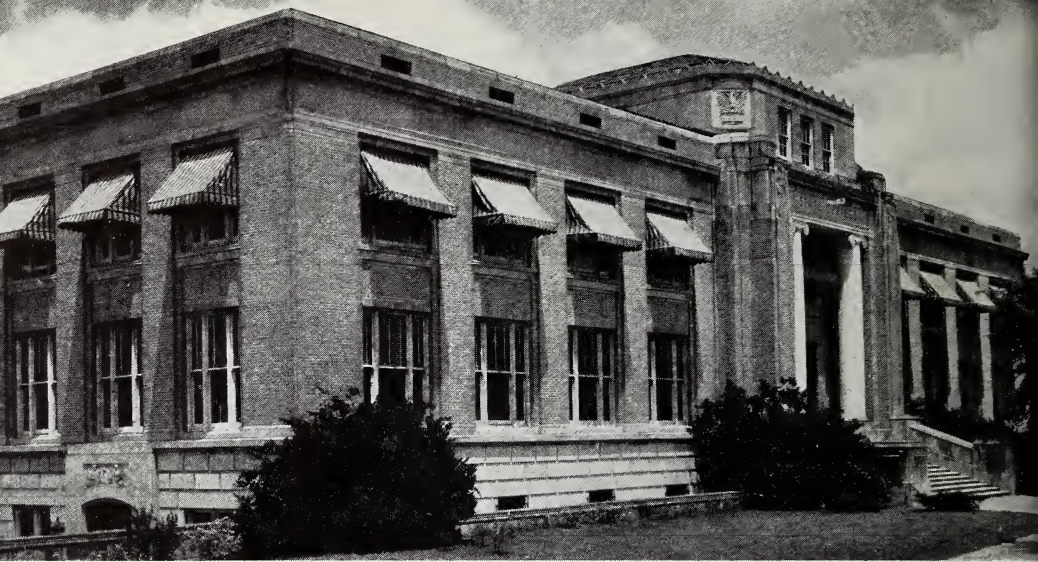
Rail and Water Serve the Hinterlands

After the Spanish-American War, Florida showed many evidences of prosperity, for increased rail and water facilities brought many isolated regions into prominence. Agricultural and industrial products were transported by rail to principal ports, and Tampa, Jacksonville and other cities became thriving metropolises.

During these years Florida assumed a commanding position in the exportation of phosphate, naval stores, citrus, and timber. But many of the regions in the interior were still unprovided with adequate transportation and remained untouched.

The East and West Coasts developed as resort sections and trade centers, since both rail and water had given them an outlet, but few roads existed anywhere within the State. With the advent of the automobile and desire to open new regions, it became apparent that roads were needed.





HEADQUARTERS OF THE STATE ROAD DEPARTMENT

Development of Highways..... *road problems left to the counties.*

PRIOR to 1915 road construction and maintenance in Florida was conducted by the several county commissioners with limited funds derived from county and district levies upon motor driven vehicles. Although a number of the richer districts had constructed a few highways of shell, sand-clay or marl, most of the work consisted of temporary repairs on unimproved roads.

By 1915 Florida had 52 counties, each divided into five road districts with one commissioner representing each district. Since these commissioners were responsible only to the district they represented, highway problems, often state-wide in interest were handled by an administrative body composed of 260 separate and localized heads. Under this disjointed and uncorrelated system one district would profit from an able commissioner and ample funds, while a less fortunate section would be almost entirely without road improvements.





EARLY FLORIDA ROADS

Creation of the State Road Department!

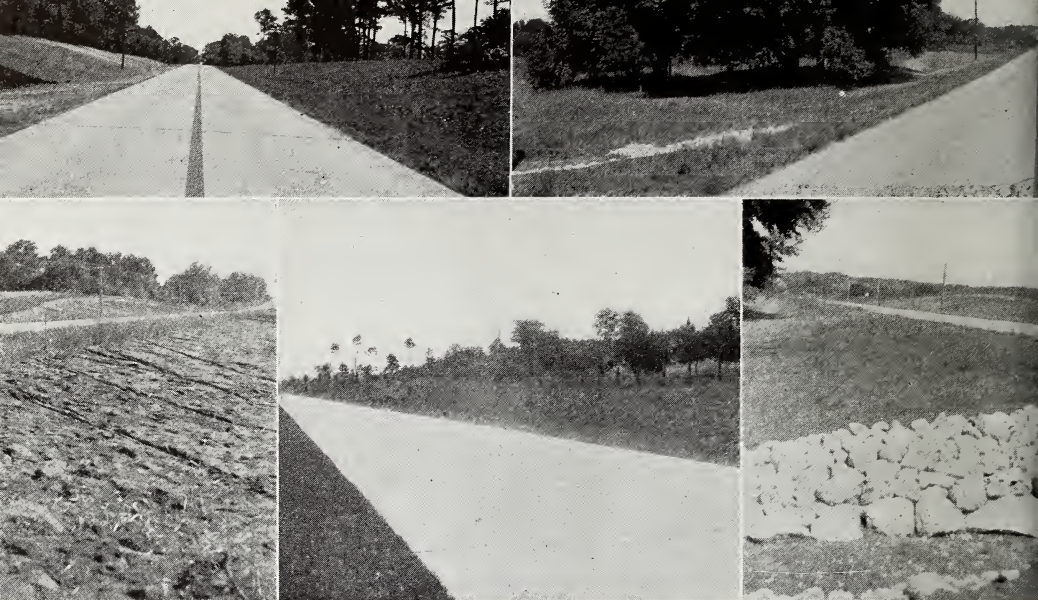
To provide for a responsible coordinating administrative body, an act was passed by the legislature in 1915 creating a State Road Department. This body was at first largely advisory, its only authority being that the counties were required to submit reports relative to the amounts and types of highway construction in their county. For operating expenses the department was allocated 15 per cent of the net motor vehicle license taxes collected by the respective counties. The personnel consisted of a State Road Commissioner, five members and six salaried employees, and its total expenditures during the first year amounted only to slightly more than \$10,000.00.

SLOW

Authority Increased

The limited scope of the department, as organized, hardly justified its existence. Furthermore, in order to receive Federal funds that had been made available, its powers had to be enlarged to meet the requirements of the Federal Aid Road Act. Therefore, in 1917 the legislature amended the act creating the Road De-





PHASES OF ROADSIDE IMPROVEMENT

partment, and not only enlarged its powers but authorized as well the construction and maintenance of a system of State and Federal Aid roads.

This act provided funds through a one-half mill State tax levy to meet Federal Aid requirements, and in addition, a State maintenance tax from motor vehicle license sales. A further amendment required that the governor appoint one commissioner from each of the four congressional districts and one from the State at large, who, after the expiration of the terms as set forth in the act, were to serve for four years.

The publishing of the first State road map and the erection of a laboratory in Gainesville to test road and bridge materials were major innovations in 1918. About this time consideration also was given to standardization in road design and specifications.

Mainly because convict labor was mistreated under the lease system, legislation in 1919 placed all but 75 of the able-bodied State prisoners under the jurisdiction of the department for use in highway construction and maintenance. Convict living conditions were improved, hours of work reduced, and semi-permanent camp buildings were provided, replacing the old portable steel cages generally used by the counties.

Records disclose Florida in 1918 as having 4,721 miles of improved highways, which, for the most part, were shell, marl, or sand-

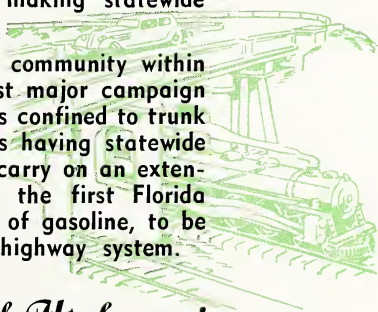




SOME OF THE STATE'S MANY BRIDGES

clay surfaced, in contrast to only eight miles of high type paving. And, at this time, many sections, mostly in the interior, lacked adequate hard surfaced road facilities, thus making statewide travel very difficult.

In an effort to build roads connecting every community within the State the Road Department initiated its first major campaign of road building. This construction, however, was confined to trunk roads, since the policy then was to build roads having statewide interest. Realizing that funds were needed to carry on an extensive program, the legislature in 1921 enacted the first Florida gasoline tax, a levy of one cent on each gallon of gasoline, to be used in constructing and maintaining a State highway system.



Prosperity Follows the Wake of Highways!

Thus, with the advent of good roads, Florida entered upon an era of commercial development. Its agricultural products were given an outlet to principal railroad and shipping centers, and citrus, celery, Irish potatoes and strawberries all found increasing demands in the markets of the North and East. Real estate reached fabulous prices and in many places, where a tropical wilderness or everglades had been, small towns and subdivisions sprang up.

In the space of a few years the resident population increased nearly 300,000 and during these same years Florida was caring for



more than two million speculators and tourists. It is only natural to assume that all forms of transportation necessarily had to improve to care for the State's mounting traffic. As rail and water facilities were extended, new highways were built also. Hence, the activities of the State Road Department were so manifold, that the legislature in 1923 increased the gasoline levy to two cents.

While the State was rapidly adding to its highway system there were, before 1923, no reliable statistics indicating the volume of traffic movement and without this knowledge it was impossible to accurately determine the types or widths needed in new pavement construction. To gather this information in detail, 22 traffic-count stations were placed in representative locations far enough removed from towns and cities to eliminate strictly local travel. These stations supplied so much useful data that they were made a permanent phase of the work.

On the first State roads it was assumed that a nine-foot hard-surfaced center strip with three-foot semi-hard surface shoulders would be sufficient to accommodate all traffic. Since experience proved this type of construction to be wholly inadequate in caring for the increasing motor vehicles the policy was adopted in 1922 of placing a minimum hard surface pavement width of eighteen feet on primary and sixteen feet on secondary roads.

A Budgeting Program Becomes Necessary

By the end of 1922 there were 550 separate units of highway under State maintenance which, for the most part, were widely isolated from one another. As the prosecution of the work was becoming increasingly heavier the need for a definite program of maintenance became evident as well as the necessity for a budget system of orderly highway improvement. Therefore, since 1923, State roads, in compliance with the statute enacted that year, have been administered under the budget system which requires the department to make up an estimate of funds available for maintenance and construction purposes in the forthcoming year. Under this plan, except in cases of extreme emergency, only those roads which have been included in the annual budget receive funds for road improvements.

State Highway System Established

In 1923 the legislature enacted the "Miller Bill," which provided for locating, designing and enlarging the system of State roads. Moreover, the act mandated that these roads were to become the property of the State when constructed. Since the passage of the act, the designated State Road system has been increased from



time to time by subsequent legislation until its total mileage now approximates more than 12,000 miles, of which, a considerable portion is represented only by proposed locations.

Road Construction Reaches Peak

Between the years 1923 and 1929, Florida entered upon its greatest era of road building and during this period the Road Department's average expenditures approximated \$14,000,000 annually, inclusive of the regular Federal Aid and Federal Emergency appropriations which aggregated more than \$25,000,000 for the seven years covered. Florida may well be proud of her highways built during these years for such well known roads as the Tamiami Trail, the Coastal Highway, Spanish Trail, Dixie Highway, and others were either under construction or were completed. In addition to roads constructed by the department, many miles of hard surfaced highways have been added from time to time to the total mileage through efforts of the several counties.

From 1923 to 1929 additional gasoline taxes were imposed. The State Road Department received three cents from July 1925 to July 1929, then suffered a reduction to two cents until July 1931, when three cents was again allotted, the amount now available to the department from State taxes. Today, the eight cent gasoline tax enforced is allocated as follows: three cents to the State Road Department; three cents to the counties for the retirement of road and bridge bonds and for purchase of investments under the Kanner bill; one cent to the general revenue fund; and one cent excise tax levied by the Federal government.

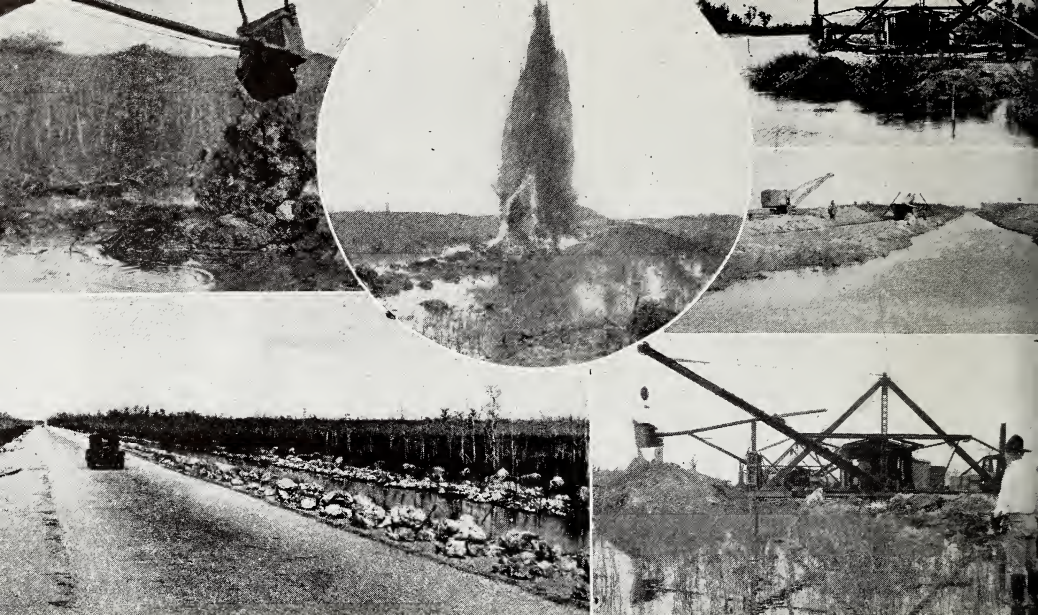
Realizing that highways properly maintained will render more service and return larger dividends on the investment, a routine system of improvements has been a major activity since 1929. Adequate maintenance conserves the original road and furnishes the motorist transportation with safety, comfort, and economy of operation. In many cases the type of surface is changed, the road widened, and every up-to-date engineering feature which will assist in the elimination of driving hazards is included. National standard highway markers and signs have been adopted so that even the most casual driver can easily recognize them.



Aviation and Roadside Improvement

In 1933 the legislature created the Division of Aviation and authorized an annual expenditure of \$20,000. The Civil Works Administration augmented the funds appropriated by the state and made it a statewide project which was continued under the Emergency Relief and the Works Progress Administrations.





CONSTRUCTION SCENES ON THE TAMIA MI TRAIL

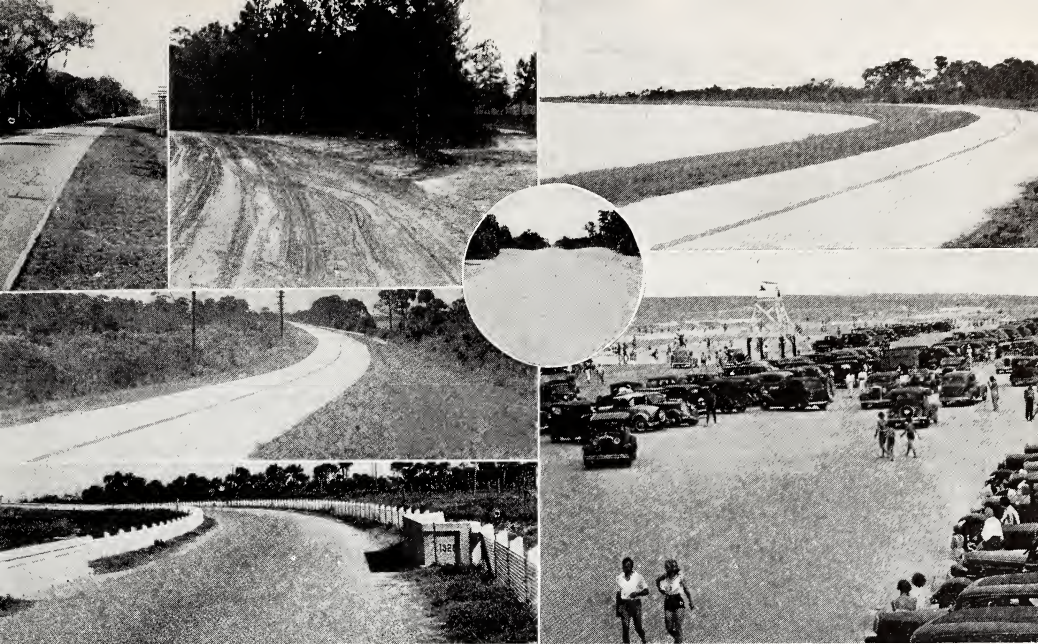
Work under a Division of Roadside Improvement began in 1934. Its essential duties are the acquisition of and proper ordering of 200-foot rights-of-way and the reconditioning of roadway earth work.

At Gainesville, a complete up-to-date testing laboratory has been in operation since 1923, and here, too, are the headquarters of the Equipment Division, both essential units of any state road department.

State Road Department.....

Florida's largest governmental unit!

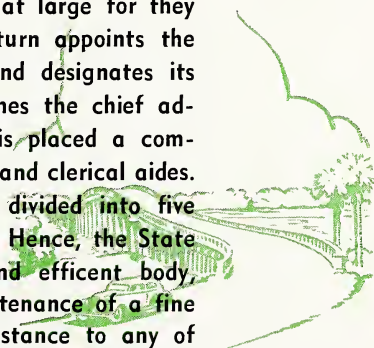
TODAY, the State Road Department has become the largest single department in Florida's government. With more than 3,000 employees, its roads and equipment are valued in excess of \$165,000,000. Annual expenditures for construction and maintenance from State revenues, approximate \$7,500,000, which is augmented by \$1,700,000 from Federal Aid funds. In recent years Federal Emergency grants have added to these combined totals, and in 1936 these subsidies alone amounted to more than \$4,800,000.

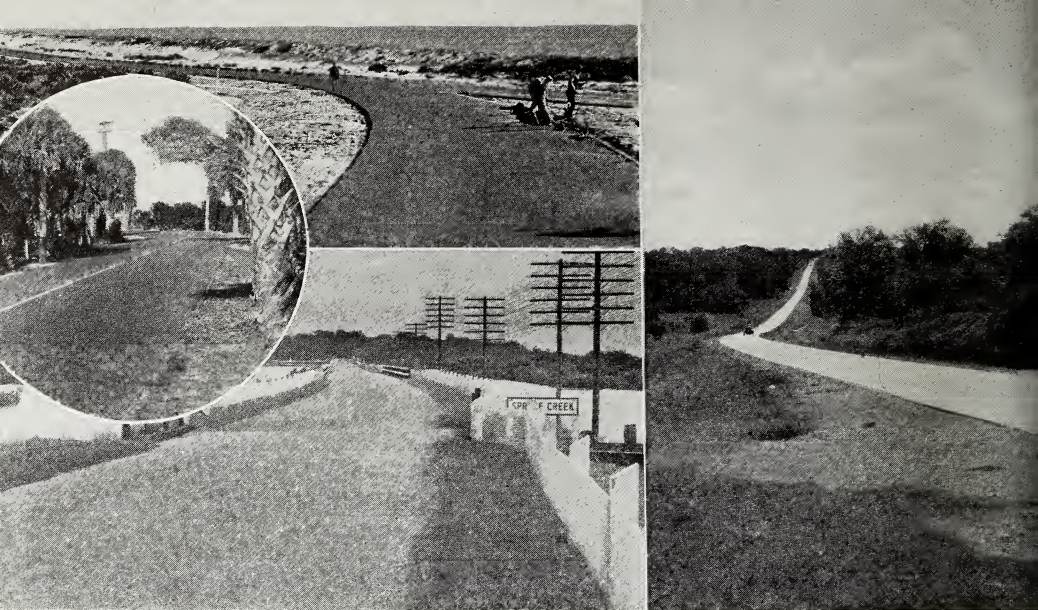


REPRESENTATIVE FLORIDA ROADS—THE STATE HAS MANY MILES OF BEACHES

At present there are 12,383 miles of highways in the State designated system, of which 7,264 are hard surfaced, with the department actually maintaining 6,927 miles. Florida also has over 75 miles of bridges of varying lengths and types in the state system.

The headquarters at Tallahassee are the administrative and advisory body for the State Road Department. In reality the department is directed by the voters of Florida at large for they elect to represent them, the Governor, who in turn appoints the five members of the State Road Commission and designates its chairman. By law, the chairman in turn becomes the chief administrator of the department and under him is placed a competent staff of engineers, accountants, attorneys, and clerical aides. For organization purposes the State has been divided into five divisions, each in charge of a division engineer. Hence, the State Road Department became a well organized and efficient body, designed to supervise the construction and maintenance of a fine State highway system as well as to render assistance to any of the several counties when called upon to solve their highway problems.





A FEW FEDERAL AID ROADS

Federal Aid.....

Bureau of Public Roads!

FEDERAL Aid started July 11, 1916, when Congress created the Bureau of Public Roads under the Department of Agriculture to cooperate with the several states and territories in the construction of roads and bridges. Congress yearly appropriates funds for the Bureau to allocate to the respective states for road construction. After administrative costs have been deducted, these funds are apportioned on the following basis: one-third in the ratio of the state's population to the population of the United States, one-third in the ratio of the state's area to the area of the United States, and one-third in the ratio of the road mileage within the state to the road mileage of the United States.

In 1923, Florida with the approval of the Bureau, established a Federal system of roads, which represents seven per cent of the total mileage originally certified by the state at the beginning of Federal cooperation. Later this system was further divided between interstate and intrastate roads. However, the Bureau has not participated in all the Seven Per Cent System since construction





MORE FEDERAL AID HIGHWAYS

with State funds exceeded the limited amount of available Federal money. Therefore, in recent years this system has reached such a state of completion that it has been necessary to increase its mileage to advantageously use available Federal Aid appropriations. Under regular Federal Aid the Bureau joins in the construction of bridges and roads to the extent of 50 per cent of the participating cost.

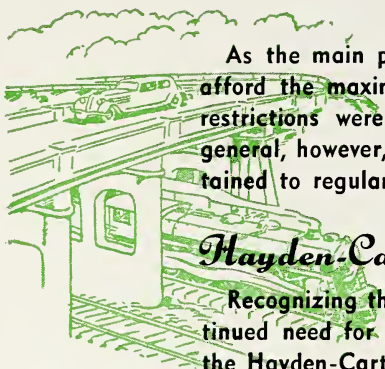
Up to 1931 the Federal regulations required that Federal funds must be matched with at least 50 per cent state or other funds.



Relief Funds Increase Federal Aid

Beginning with 1931, in addition to regular Federal Aid, several emergency appropriations were provided to stimulate employment throughout the Nation, on which reimbursement by deductions from future regular appropriations was to be made. Later, however, under the Hayden-Cartwright Act of 1934, repayment to the Federal Government of the emergency advances in 1931-32 was cancelled. In the case of the National Industrial Recovery Act of 1933, though, no reimbursement was necessary, since this was an outright grant to the several states.





As the main purpose of these emergency appropriations was to afford the maximum use of labor, costs being secondary, certain restrictions were placed by Congress in carrying them out. In general, however, the same rules and regulations prevailed as pertained to regular Federal Aid.

Hayden-Cartwright Act Passed

Recognizing the proven merits of road construction and the continued need for relieving unemployment, in 1934, Congress passed the Hayden-Cartwright Act. This act authorized another outright grant for the fiscal year 1934-35 and in addition provided for a return to the regular Federal Aid basis discontinued in 1933-34.

The Act further provided that if any state passes legislation diverting funds that were authorized by state law for the construction, improvement and maintenance of highways at the time of the passage of the Hayden-Cartwright Act, such state will be deprived of a part of its regular Federal Aid apportionment, not to exceed one-third of such apportionment for the fiscal year for which the apportionment is made.

Highways Planning Surveys Established

Another provision of the Hayden-Cartwright Act, if the individual state elected to do so, was that it was permissible to set aside one and one-half per cent of all available Federal allocations to the states through the respective road departments for the furtherance of highway planning surveys. The surveys were for the purpose of gathering factual data on all publicly used roads within the state in order to provide available information in future road construction.

The Emergency Relief Appropriation Act of 1935, provided outright grants to the several states for elimination of hazards at railroad crossings and also for improvement of the Federal Aid, State and County system of roads.

Congress in June 1936, provided additional funds for elimination of hazards at railroad crossings, to improve secondary or feeder roads, and to continue the yearly regular Federal Aid allotments. In addition to the foregoing appropriations, Florida received its quota of Federal funds for the construction of roads in the National forests within the state.





The Spectre of the Old Gray Mare!

NO longer are civilized nations content to survive by *laissez faire* methods; they now demand carefully planned programs of expansion and national development. While controversial issues have been injected into many of these plans, the motives behind them are basically sound, for governmental bodies are only using the same procedure large corporations and business enterprises have successfully followed for many years.

The United States has been no exception to this world-wide trend, for in 1933, under President Roosevelt's policy to inventory natural and human resources, the National Resources Committee was formed and planning boards set up in many states, including Florida. Two years later the legislature made the State Planning Board an official governmental activity.

It is natural, then, that in the light of the foregoing events transportation will demand relief from those conditions which have hindered its development since the first conveyances came into being. When we consider, even in 1902, H. G. Wells exclaimed "that the ghost of an old horse is still trotting in front of every express train in the world," and that this allusion holds true in the case of every automobile in existence, it is evident definite changes must come in the future.

While this noted philosopher turned his thoughts to other channels, had he followed the development of highway travel, we may have been saved from many of the perplexing situations with which we are now confronted. We were not content to call the automobile "the horseless carriage," but forced it to traverse the same roads of its predecessors. Today, the spectre of the old gray mare still stalks in front of every motor vehicle in America!



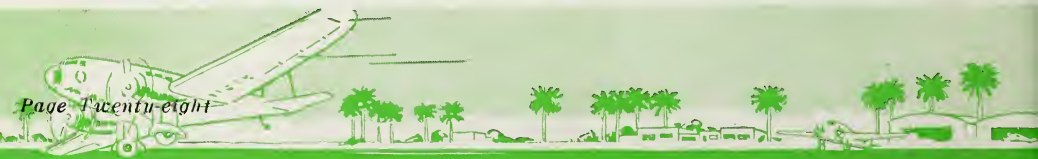


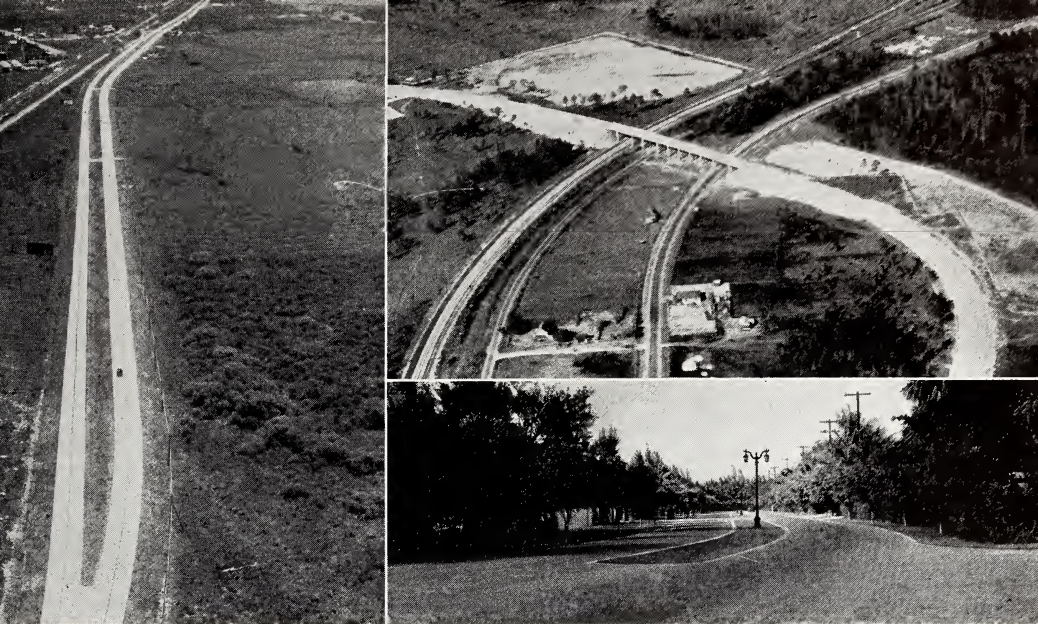
TWO LANE HIGHWAYS REDUCE ACCIDENTS

We All Depend on Highways..... they are our biggest business!

FLORIDA, like the nation, is utterly dependent upon the automobile and the highway it uses—a fact that cannot be refuted or ignored. Bearing in mind that we, as a nation, literally and actually live on wheels; that today there is one motor vehicle for every five persons in the United States, and the future presages an even greater ratio, it is imperative that our highways be given due and immediate consideration as to their importance to the State.

The highways of America have reached the proportions of "big business." Over two billion dollars are spent annually for highway programs, giving direct employment to more than 1,000,000 persons and indirectly affecting, conservatively, one-sixth of its population. And in like proportion, the highways of Florida are its biggest business, and responsibility. The growth, development and prosperity of every person, village, city and industry in the State is vitally concerned with its highway system, over which roll the citizenry, the millions of visitors, and the untold and, as yet, unknown tonnage of its products.





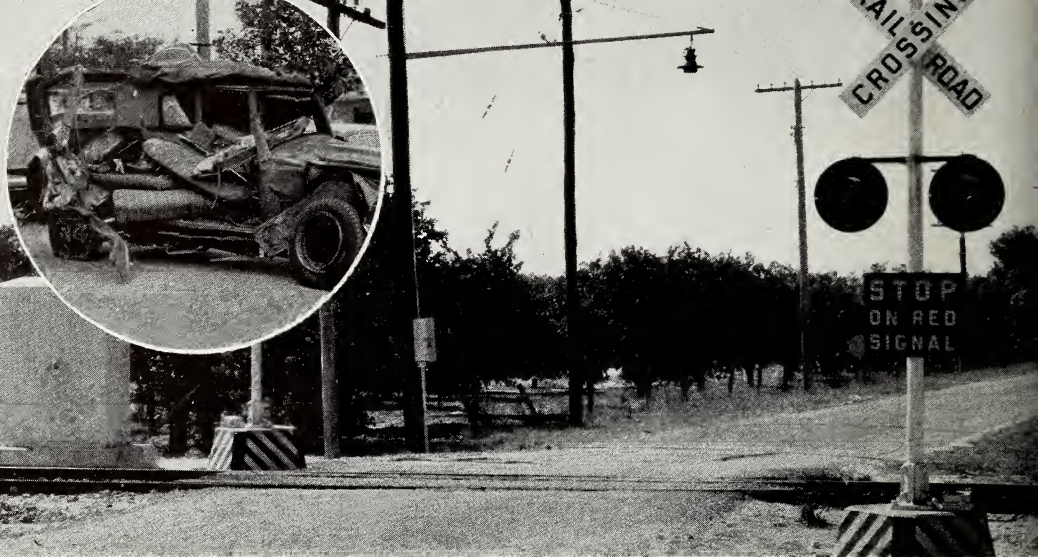
AN OVERPASS AND DOUBLE LANE ROAD FROM THE AIR

Good Roads Produce Large Dividends

Our highways may no longer be viewed in the light of governmental expense, except insofar as the logic of past programs may be questioned in part. Every dollar of public funds expended for highways has returned enormous dividends to the State, private industry, trade and commerce, to say nothing of the incalculable and intangible values rendered to the communities and society. Highway investment invites travel, reduces sectionalism, makes possible the development and utilization of the State's great and unused natural resources, and furthers all activities within its borders, for there is none but in one way or another is not dependent upon highways. It is evident then, that highway usage should be encouraged, rather than retarded, and roads looked upon as profitable investments rather than a necessary evil.

It is inevitable that this, and each succeeding generation must face and eventually solve its own transportation problems. By the same measure this is true of this State, for in fairness to its citizens, industry and visitors, Florida must be prepared to challenge the future! It is significant that Florida's present highways rank among the first in point of development, with 30 per cent of its 32,000 miles of publicly used rural roads, improved or surfaced,





DOES "DEATH TAKE A HOLIDAY?"

as compared to a ten per cent average throughout the United States. But despite this excellent record, the State must take cognizance of the stupendous burden that will be placed upon its highways in the future. Failure to recognize and properly prepare for these demands that will be made upon our highways will result in chaos, and the regrettable loss of life and property will impede the progress as a whole.

Manifestly, then, any improvements or additions to the State highway system should be planned soundly and with economy, if, in the future, Florida is to keep pace with the nation, or hold its lead in providing good roads and other transportation facilities.

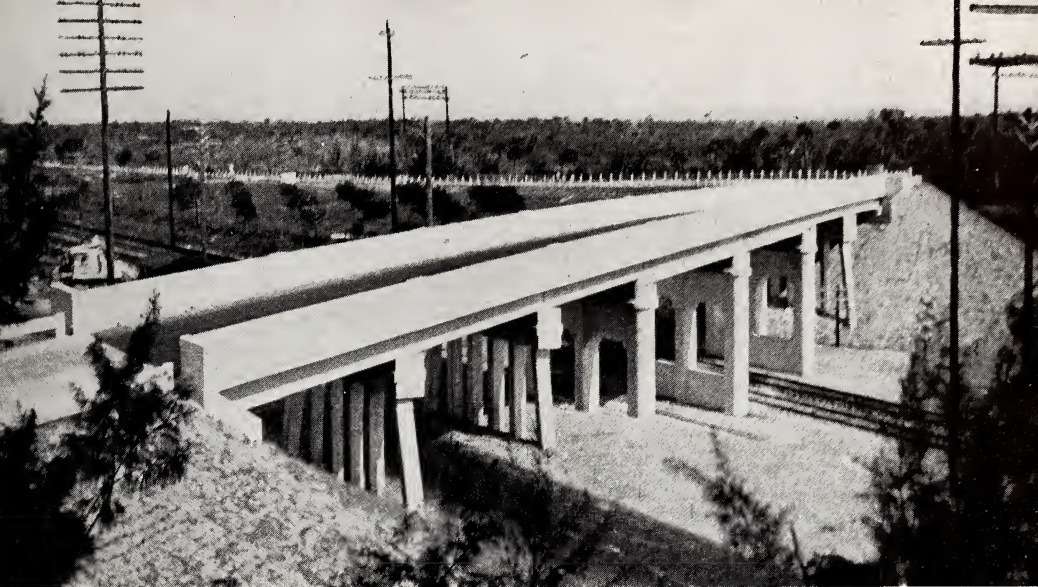


Economy in Planning.....

Florida to base future roads on survey.

WITH commendable earnestness, Florida, under the sponsorship and with the cooperation of the United States Bureau of Public Roads, together with more than 40 other states, is conducting a Statewide Highway Planning Survey. The Survey will indicate a rational highway program for a com-

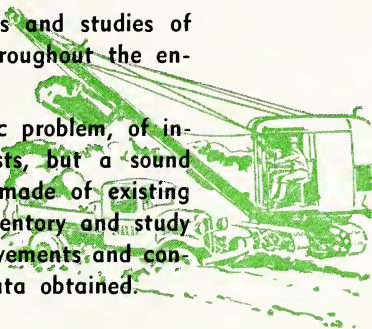




THE OVERPASS PREVENTS "SUDDEN DEATH"

prehensively developed system, based upon facts and studies of all highway problems and relating situations throughout the entire state.

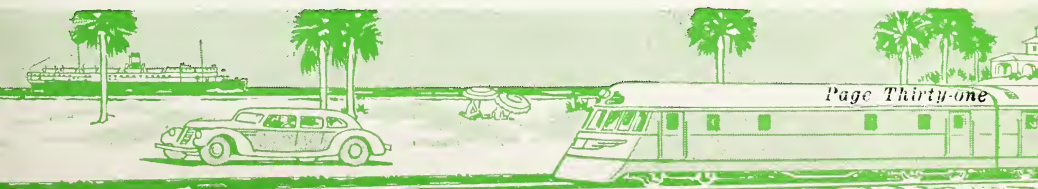
Rational highway planning is not an academic problem, of interest only to highway engineers and economists, but a sound business-like procedure whereby an analysis is made of existing road facilities, road usage, together with an inventory and study of road finances, and a program of future improvements and construction proposed and predicated on factual data obtained.



All Roads Will be Inventoried

As no plan can be derived or attempted until the existing highways of the State are accurately located, every mile of road that is the origin or destination of public travel, and upon which motor cars move, will be inventoried and recorded on a series of county maps.

It is essential that the roads of the future must be made safe. With this objective in mind the inventory will take cognizance of all types of road surfaces and their conditions as well as definitely locating such hazards as sharp curves, right angles and road grades, and the blind spots where drivers traveling at high speeds



are unable to see far enough ahead or clearly around curves. All railroads, streams and navigable waterways, bridges, ferries and aviation fields will be located and the condition of all crossings carefully ascertained. In rural areas, the survey will determine the distribution of population, dwellings, schools, churches, stadia, and other places of congregation with respect to existing roads as well as a complete knowledge of topographic and cultural data.

Less than 20 of our 67 counties have maps that can be relied upon with any degree of dependability. Now, for the first time there will be a complete set of county maps, covering all essential information, invaluable not only to the State Road Department, but to every other State and county governmental organization as well.

The Traffic Analysis, or Road Usage

A planned highway system of the future will be largely based upon the facts obtained by an inventory of the usage given every mile of publicly used rural road in the State. An accurate analysis of the present traffic will bring out the faults in the roads of the past, and at the same time show the trends that will, in all probability, greatly influence the highway builders of the future.

A traffic analysis will determine the relative volume of all traffic movements over every mile of public road in the State. It will present a picture of the types and classifications of motor vehicles using these roads and, with the evidence of sufficient cost and traffic data, accurately determine future road requirements in the order of need.

Approximately 2,000 traffic count stations of varying significance form a network over the entire State, from which comes a composite picture of the flow of traffic over every mile of public highways and the relative use of each and every section.

There are 54 mobile loadometer weight scale stations and four permanent pit scale stations to gather information regarding weights, measurements and loading practices of all types of vehicles found on the highways.

Ten automatic recorders are in use for continuous records of representative traffic flow. Six of the counters are on main highways at points of typical characteristics and four are located on secondary roads for the purpose of determining differences

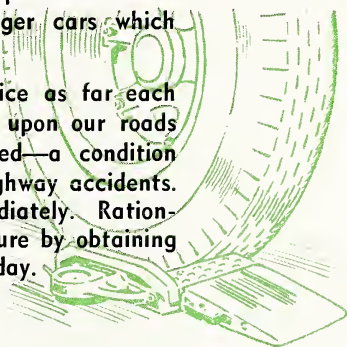
between fluctuations of traffic on main and secondary systems. The automatic recorder is designed to count passing vehicles without counting pedestrians. This is accomplished by two parallel beams of light directed across the roadway upon photo-electric cells. Interruptions of both light beams by passing vehicles actuate a relay which in turn controls and operates the recording mechanism. Accordingly, pedestrians interrupting only one beam at a time are not recorded. A clock mechanism in the recorder totals hourly and daily traffic on a roll tape.

Passenger Cars Lead All Others

Privately owned passenger vehicle mileage is five times greater than the combined mileage of all other public conveyances. This includes bus, steam and electric railroad lines, steamships and aeroplanes. Twenty-six million cars travel 200 billion miles each year and busses carry nearly as many passengers as do trains.

As significant of the trend of the times, eighty per cent of the traffic on Florida's highways consists of passenger cars which usually demand high speed transportation.

Since the average motorist is now traveling twice as far each year as he did ten years ago, the traffic pressure upon our roads is terrific. The highways are becoming congested—a condition that is among the chief contributing causes of highway accidents. To alleviate this problem steps must be taken immediately. Rational planning simplifies road construction of the future by obtaining factual information on conditions as they are today.



Trucks Throng the Highways

The movement of citrus constitutes an enormous usage of Florida's highways. Each orange and grapefruit travels along the highway at some time or other on its way to market, and in many instances, several times before it reaches the consumer. Annually 27 million boxes of fruit are hauled from the groves to the packing houses, where, after processing, much of it is loaded on trucks and trailers to be taken to points of trans-shipment. Often this entails long, swift and heavy hauls over the length and breadth of the State. Our highways are none too adequate for present commercial citrus movements, to say nothing of other agricultural products, and with each new grove the traffic grows denser and denser, further endangering the lives of the motorist.





SURVEY AT WORK—AUTOMATIC RECORDERS. LOADOMETER AND SIGHT DISTANCE EQUIPMENT

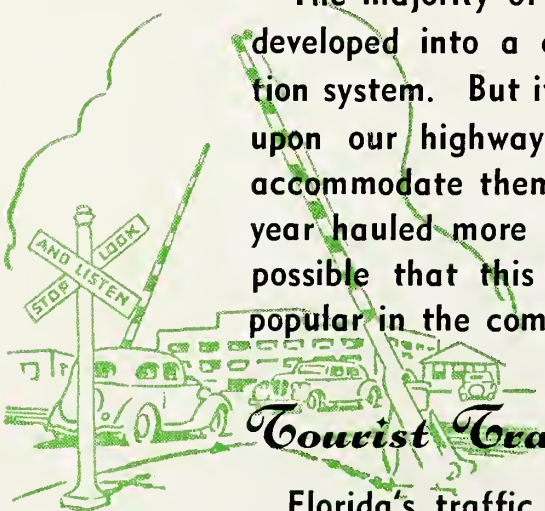
Buses Are Great Highway Users

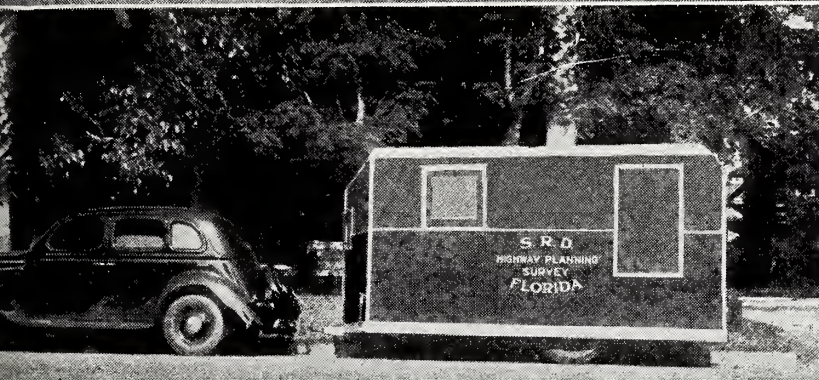
Since more than 600 communities in Florida are wholly dependent upon the highways for an outlet to other centers, bus transportation is a factor that must be intelligently considered in any digest of road usage. Buses serve many of these isolated regions and therefore have become a necessary part of the industrial and social scheme of the State.

The majority of our highways were built before the bus industry developed into a coordinated statewide and national transportation system. But if the buses continue to make increasing demands upon our highways, we must, in the future, construct roads to accommodate them. When we realize that one bus company last year hauled more than 800,000 intrastate passengers, it is highly possible that this form of transportation will become even more popular in the coming years.

Tourist Travel Makes Many Problems

Florida's traffic is unusual in many ways but one of the chief points to be considered is that each year the seasonal visitation





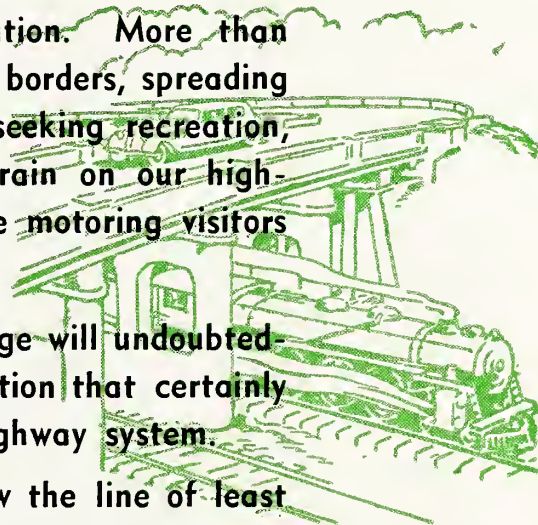
TYPICAL SCENES NOWADAYS ON FLORIDA ROADS

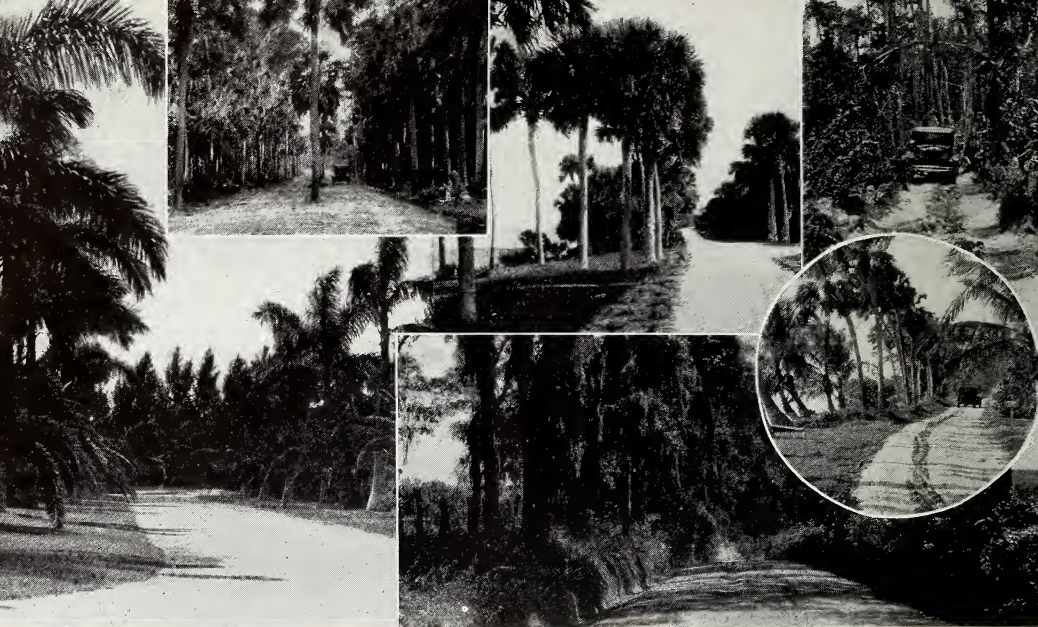
of tourists far exceeds our permanent population. More than 2,000,000 vacationers annually cross the State's borders, spreading in all directions as they roll along our roads seeking recreation, health, and sunshine and placing additional strain on our highways. To care for the demands made by these motoring visitors we must, in the future, modernize our highways.

An inventory showing this type of highway usage will undoubtedly bring to light some astounding facts; information that certainly has a definite place in any plan for a future highway system.

The touring motorist has a tendency to follow the line of least resistance. He seeks and travels over the best roads, often missing much of the finest scenery, the major points of interest, and those attractions so abundantly bestowed upon Florida by a kindly Providence. A rational planning of our highway system will consider the historic and scenic values that have proved so profitable to other states, and which, in Florida, have been greatly minimized.

Another problem that confronts the State is the increasing number of house trailers. As the trailer-car mode of transportation increases, plans for their future must be made and can be based only upon facts and information obtained in this Survey.





A GALAXY OF BEAUTIFUL DRIVES AND WOODLAND TRAILS

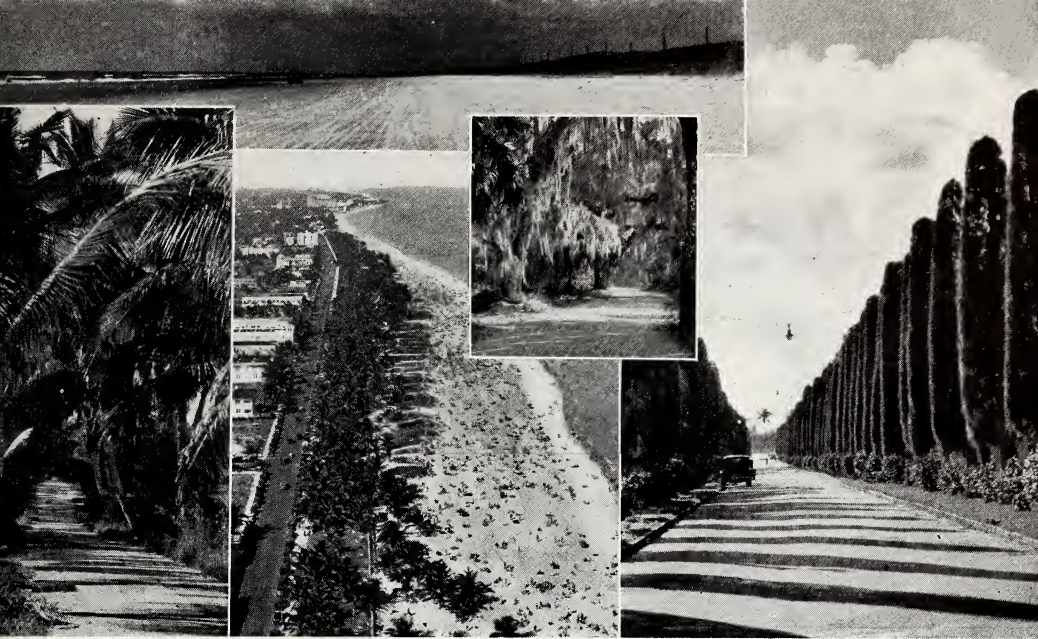
Road Revenues Studied by Survey

Last, but not least in importance, is the financial survey. Primarily, the objective of this survey is to ascertain the exact source of highway revenues and their distribution, and to establish the existing relationship between road programs with other governmental functions and their degree of relative importance. This will necessitate an examination of all governmental revenues, Federal, State and local, and an exhaustive compilation of statistics, together with a detailed analysis of highway expenditures and budgeting.

The financial survey will include the advisability of adjustments in any existing tax inequalities and will, further, indicate the source of revenue from all motor vehicles within certain areas and estimate the proportionate share of road costs to be borne by each type of vehicle so classified. The survey will then propose ways and means for financing an adequate State road program, based on a reasonable and equitable method of taxation.

Under a road life study an effort will be made to determine the economic life expectancy of various types of surfaces and other parts of the highway structure and the amounts and trends of construction and maintenance costs. With this information projected future programs can be reduced to an annual basis for determination of their feasibility by comparison with the expected total of future annual revenue.





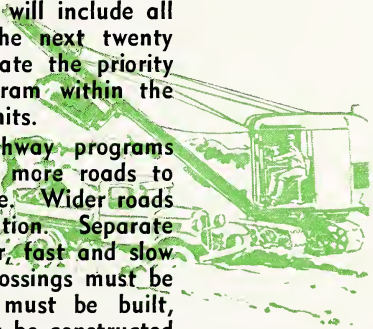
BEACHES, A PALM-FRINGED DRIVE, AN OAK LINED TRAIL, AND A MAJESTIC ROW OF AUSTRALIAN PINES

Twenty Years to Build..... *should Florida plan her highways?*

A RATIONAL planning of the highway system will insure the proper expenditure of funds and properly correlate the revenues with the benefits to be derived. It will eliminate attempted highway improvements based upon hasty judgment or insufficient investment and traffic information.

An inventory of existing road conditions and road facilities, road usage, and highway financing, as included in a rational planning, will direct the selection of a highway system that will include all roads that should be built or improved within the next twenty years. Moreover, the survey will accurately indicate the priority for such operations and will keep the road program within the financial limitations of the various governmental units.

Definitely, Florida should plan its future highway programs logically, scientifically, and rationally. We need more roads to meet immediate needs in every section of the State. Wider roads must be furnished to facilitate motor transportation. Separate traffic lanes are needed to keep freight, passenger, fast and slow automobiles apart. Sharp turns and dangerous crossings must be eliminated, improved grades and banked curves must be built, and greater visibility provided. Our highways must be constructed to meet the demands of the modern automobile.





APPROXIMATELY 16 cents of every dollar of highway revenues were diverted by state governments in 1935 to purposes other than for which they were collected; enough to build more than 20,000 miles of hard-surfaced roads.

TODAY, in many large cities horse drawn vehicles are not permitted to use downtown streets; yet, prior to 1900, motor vehicles were not allowed on the streets of the nation's capital because they frightened horses and were thought to be a menace to life and property.

IN 1903, the first coast-to-coast run by a motor vehicle took 57 days on the road. Last year, one driver raced the distance between the Atlantic and Pacific in 53 hours.

OVER 500,000 out-of-state cars enter Florida annually, bringing tourists who spend more than \$100,000,000 within the state. The gasoline taxes they pay exceed \$2,000,000.

CAUTION: High speeds are exceedingly dangerous: (a) after dark (b) on slippery pavements (c) at road intersections (d) through villages (e) rounding sharp curves and climbing steep grades where clear vision is not possible.

OUR national highway program represents a two billion dollar business annually. Directly and indirectly, nearly one-sixth of the nation's population are dependent upon the many branches of highway transportation.

OF the 3,000,000 miles of highways in the United States, only 358,000 are hard-surfaced, the rest still remain muddy troughs or dusty trails. A recent survey in Florida showed that for a total of 32,000 miles of all types of public roads, 7,100 miles are hard-surfaced, representing a much higher percentage of good roads than the average for the country as a whole.

KEY WEST, the nation's southernmost city, will soon be joined to the mainland with a new two-lane highway. Traversing the subtropics of Florida, this unique highway extends over the many coral keys lying south of the peninsula. A series of bridges, causeways, and roads make up this route, from which beautiful varicolored flowers and birds are seen. What could be rarer than the last 50 miles of this jaunt overseas? The smell of salt and the spray of the ocean is the motorist's constant companion as his car speeds over the concrete between the broad Atlantic Ocean and the temperamental Gulf of Mexico.



HEADLIGHTS



ABOVE the thickly congested areas in Jersey City lies the great Pulaski Skyway, the most expensive highway in North America. Slightly more than six miles in length, its construction cost nearly \$20,000,000. But the skyway is a sound investment, for it affords freedom from traffic congestions and saves countless minutes, priceless to modern industry.

WHO invented the automobile? It was an ingenious Frenchman, Nicholas C. Cugnot, who, by the way, was the first careless and reckless driver. In 1769 Cugnot roared down the streets of Paris at the astounding speed of three miles per hour in a queer contraption which consisted of a copper kettle on three wheels. Cugnot's failure to provide sufficient brakes for his steam driven vehicle forced him to knock down a stone wall, for which he was promptly imprisoned.

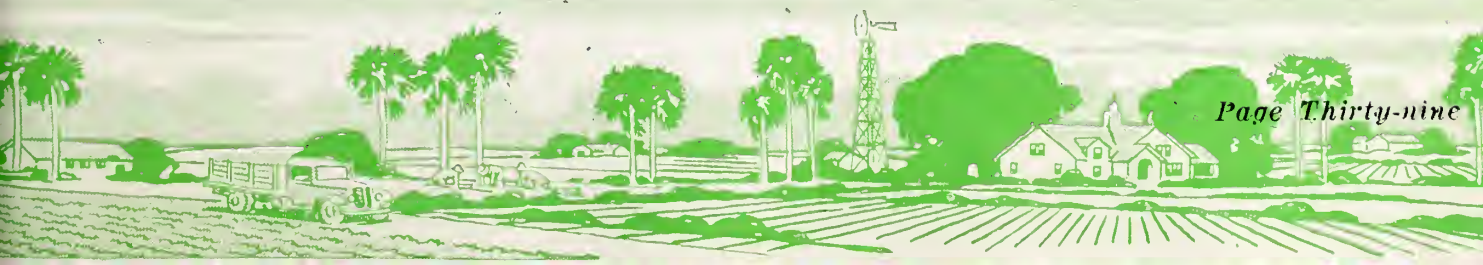
OVER 3,000,000 miles of roads reach virtually every section of the United States. Over this vast network, which comprises more than one-third of the highways of the world, 26,000,000 motor vehicles, or 70 per cent of the world's total, bring the hinterlands in contact with the nation's more populous centers. In Africa, a continent three times greater than the United States, only 435,000 miles of roads have been built for its 415,000 motor vehicles. By comparison, then it is not true that transportation may be termed the mother of commerce and civilization?

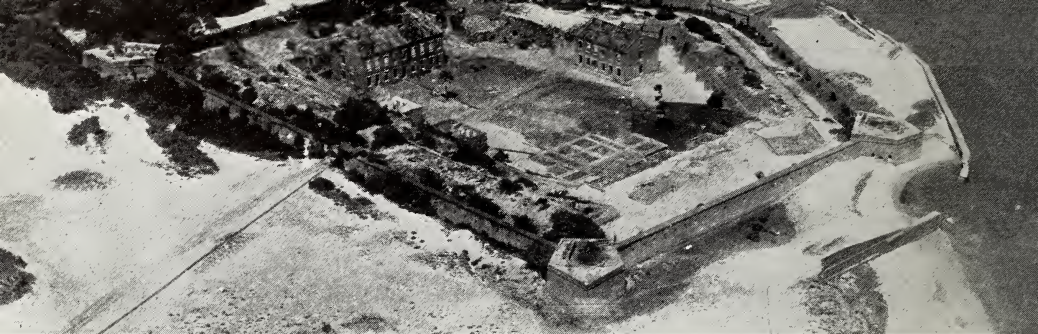
LAST year 36,000 lives in the United States were snuffed out due to careless and reckless driving, and over 1,000,000 people were injured—many for life. This means that the driver of every twentieth car will be in an automobile accident before this year is over. Is this not the place for a firm resolution to be cautious when using the highways?

THE largest single motor vehicle owner in the United States has 13,000 trucks, 4,200 cars, 6,000 miscellaneous trailers, and 500 busses.

GOOD roads pay dividends; (a) they reduce car driving costs through less gasoline consumption, tire wear, depreciation and repairs, and (b) through lower road costs to the community resulting from savings in road repairs and building. Studies have shown that good roads make possible savings from \$50 up to \$150 a year to the average motorist.

ON a mileage basis city residents drive twice as much on rural roads as they do on city streets.





FERNANDINA'S FORT CLINCH AND JACKSONVILLE BEACH

The East Coast.....~ *its outstanding landmarks!*

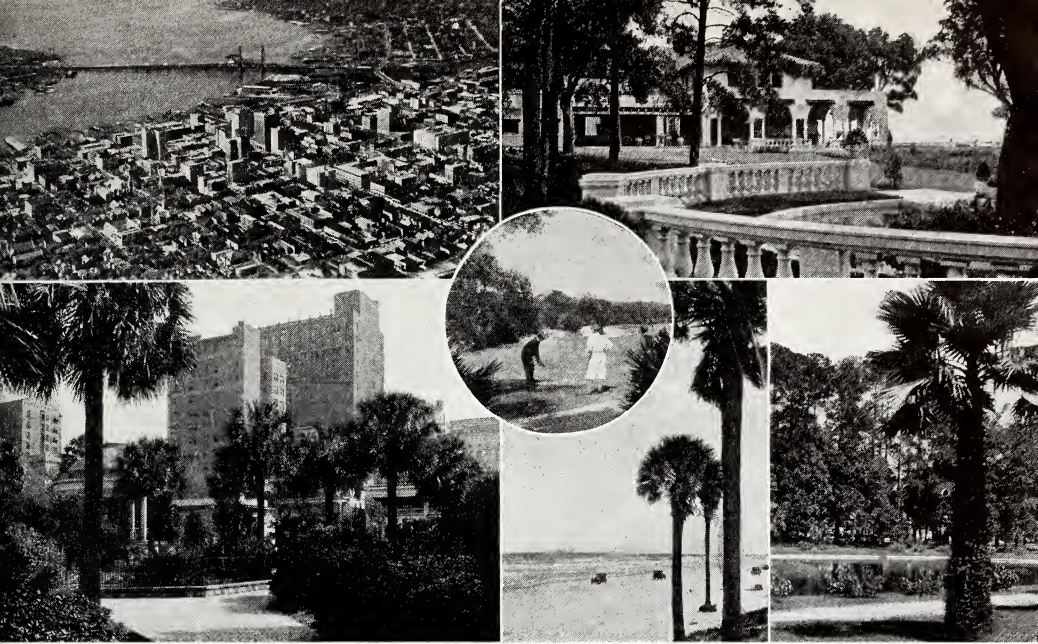
FERNANDINA was once the trade center for many large plantations. The Spanish built a fort here in 1680 and later during American times, Fort Clinch, which is now a State Park, was constructed. Shrimping forms the major industry. Fine seafood dinners, principally oysters, are served during season.

JACKSONVILLE, the leading commercial center of the southeastern seaboard, has the largest port in Florida. A series of fine roads connect Jacksonville with every section of the nation. It is the junction of five railroads.

Comparatively modern in construction because the city was razed by fire in 1901, Jacksonville streets and boulevards are well paved. Riverside, Ortega and Avondale are the more exclusive residential sections. Several beautiful drives, including 36 miles of hard sand beaches packed by Nature are less than 18 miles away.

Jacksonville golf courses are among the best in the country. The St. Johns River, Atlantic Ocean, and many creeks and small rivers





TYPICAL SCENES OF FLORIDA'S LARGEST METROPOLIS

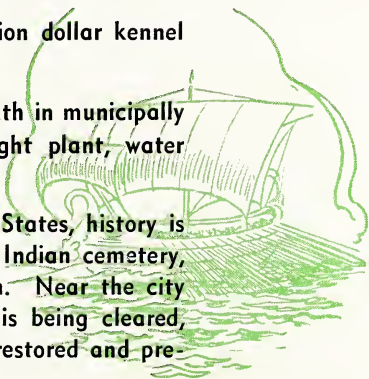
abound in fresh and salt water fish. A new million dollar kennel club was erected in 1935.

Jacksonville surpasses every other city in the South in municipally owned public utilities, having its own electric light plant, water works, radio station, zoo and two golf courses.

In ST. AUGUSTINE, oldest city in the United States, history is found under the ground as well as above it. An Indian cemetery, uncovered but otherwise undisturbed, may be seen. Near the city gates, themselves a landmark, an ancient moat is being cleared, and what is left of St. Augustine's past is to be restored and preserved as a national monument.

In 1565 Pedro Menendez de Aviles, a Spanish admiral, founded St. Augustine as headquarters for a chain of coast defenses. The great San Marcos fortress, now Fort Marion, a national monument, was the most powerful stronghold.

St. Augustine early became the terminus of the first transcontinental highway in America, and a zero marker records this fact. Many of the old houses are preserved as points of interest and are open to the public.





A FEW GLIMPSES OF HISTORIC OLD ST. AUGUSTINE



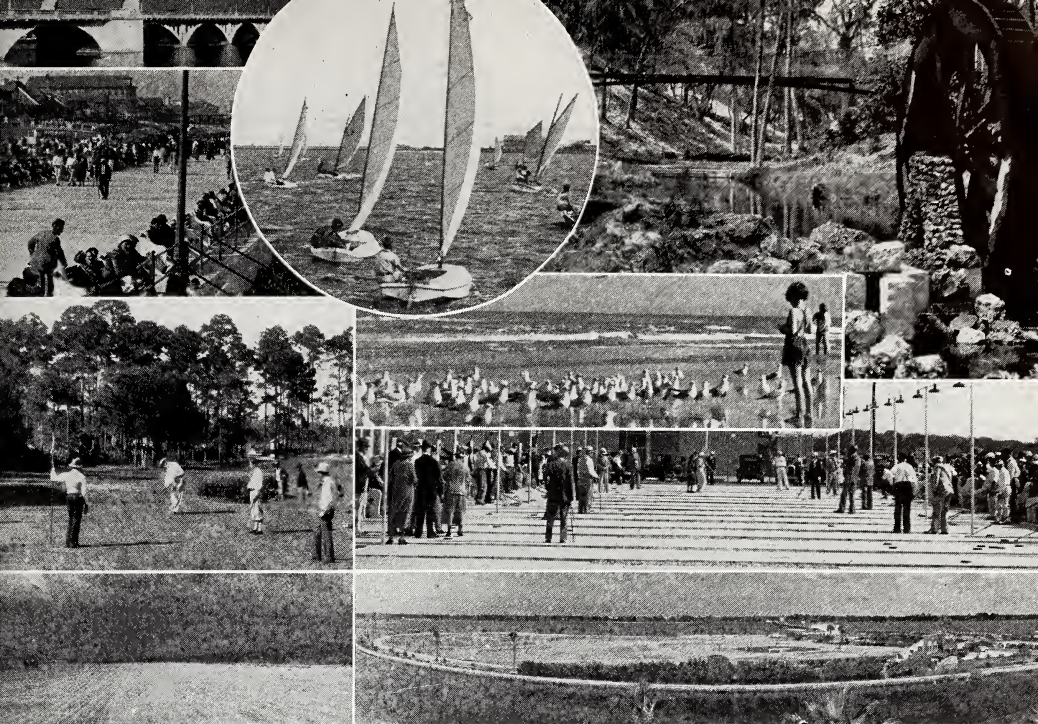
PALATKA, once the chief port of the St. Johns River, has been built back to a position of importance through the development of the Azalea Ravine Gardens. The gardens, which contain more than 100,000 plants, are one of the beauty spots of Florida and annually attract thousands of tourists. Easily accessible by boat, rail or bus, the city is now a shipping point for citrus fruits.

DAYTONA BEACH is situated near one of the rich hammock-lands of Florida. Dense tropical foliage amid great oak and magnolia groves add to the beauty of the area.

A Spanish mission was established early in the 18th century, and a great sugar mill was erected by American pioneers soon after the purchase of Florida by the United States. The reputed ruins of these structures still remain standing.

The beach is a gay resort, while on the mainland a town of winter homes faces the beautiful Halifax River. Daytona Beach is as popular in summer as in winter, and boasts of one of the finest beaches in the world.





PALATKA'S RAVINE GARDENS AND FASHIONABLE DAYTONA BEACH

NEW SMYRNA, one of the oldest and most historic cities in Florida, was settled in 1768 by Dr. Andrew Turnbull, an Englishman, and 1,500 Minorcans.

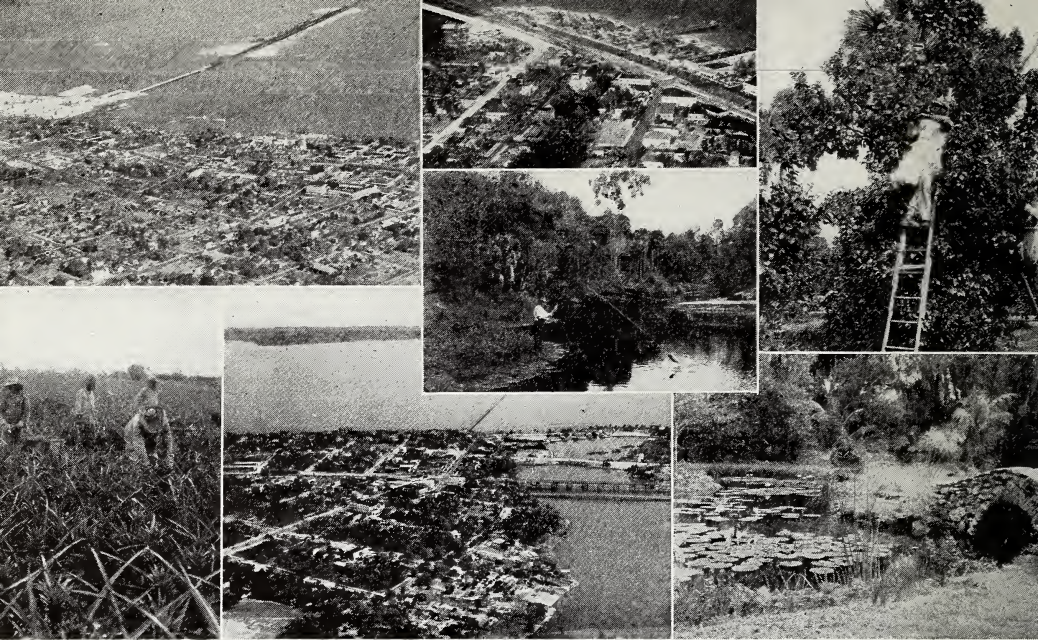
Many relics may still be seen in and around New Smyrna, among which are the old stone wharf and fort, a Spanish mission, syrup vats and the drainage canals dug by Turnbull.

TITUSVILLE, nearly half way between Jacksonville and Miami, has a number of citrus packing plants, excellent tourist accommodations and nearby fishing spots.

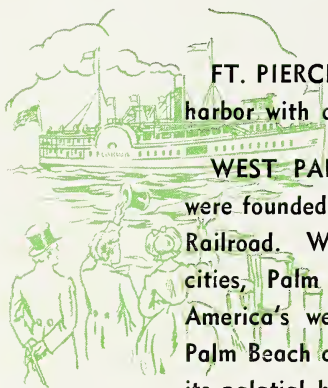
COCOA, a popular resort city, is noted for its fishing. From Cocoa to Rockledge is one of the most attractive drives in the State, a winding, palm-fringed highway skirting the Indian River.

VERO BEACH, a resort city, possesses a bathing beach, playground and many tourist attractions. Just south of the city on the main highway are the **McKEE JUNGLE GARDENS**. Exquisitely landscaped, the gardens are one of Florida's show places.





ABOVE—FT. PIERCE, STUART. PICKING ORANGES
BELOW—HARVESTING PINEAPPLES, MELBOURNE, MCKEE JUNGLE GARDENS

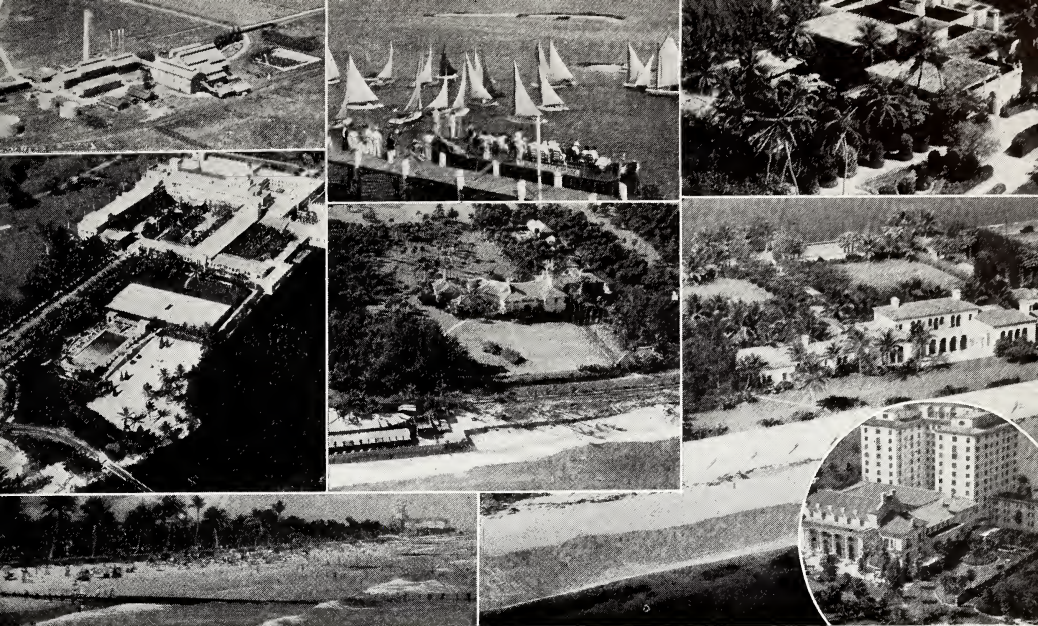


FT. PIERCE, named from a Seminole Indian war fort, possesses a harbor with docking facilities for ocean-going steamers.

WEST PALM BEACH and **PALM BEACH**, sister resort cities, were founded by Henry M. Flagler, who built the Florida East Coast Railroad. West Palm Beach is the commercial center of the two cities, Palm Beach remaining the exclusive winter resort of America's wealthy and social elite. Many of the residences of Palm Beach are the work of Addison Mizner, the architect. Besides its palatial homes and hotels, a 1,000-foot fishing pier, polo field and golf courses, Palm Beach is noted for Bradley's, a famous gambling casino.

The agricultural possibilities of the great **EVERGLADES** is exemplified by the extensive planting of sugar cane, beans and lettuce in the muck lands around Lake Okeechobee, which has an area of 717 square miles.





UPPER LEFT, SUGAR MILL AT CLEWISTON. CENTER LEFT, BOCA RATON.
OTHER SCENES AROUND PALM BEACH

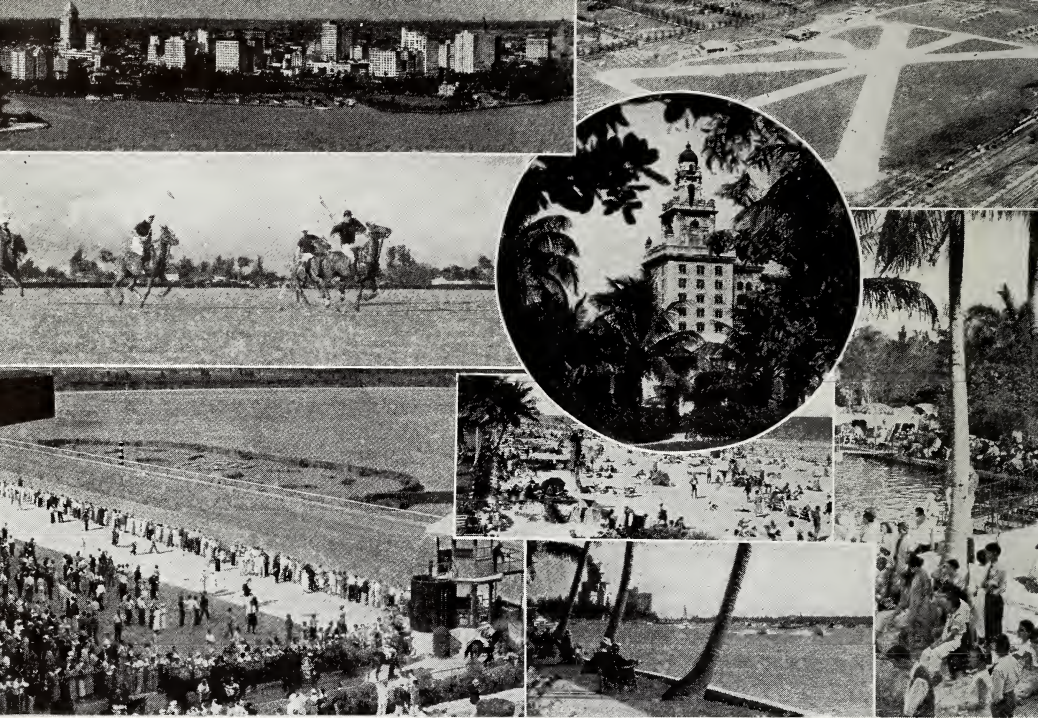
Named for a Seminole Indian war fort, **FT. LAUDERDALE** provides anchorage for hundreds of pleasure and fishing craft. It is the base for the U. S. Coast Guard. A Seminole Indian village is nearby.

At **PORT EVERGLADES**, the terminus for the Havana Ferry, are docking facilities for ocean steamers.

MIAMI, built during an age which demands speed, lost little time providing rapid transportation for its half-million annual patrons. Its international airport and seaplane base is said to be the world's largest. Ocean liners, railroads, buses and automobiles transport hordes to the winter playground.

Towering skyscrapers form a majestic background for beautiful Biscayne Bay. Many bayfront drives and broad boulevards, fringed with palms, pass through a colorful array of sub-tropical flora.





VARIED SCENES AROUND GREATER MIAMI, "THE MAGIC CITY"

Numerous night clubs, cabarets and palatial hotels offer the latest recreation features. Greyhounds and horses race daily during the winter season.

Miami affords almost everything in the sporting realm, boating, golfing, tennis, yachting, boxing, swimming and surf bathing.

Connected by three fine causeways, fashionable MIAMI BEACH lies east of Biscayne Bay. This island municipality, with its exquisite hotels and apartments, is host to the nation's elite and wealthy.

CORAL GABLES and HIALEAH are both a part of Greater Miami. The former is the seat of Miami University.

The proposed EVERGLADES NATIONAL PARK, 1,300,000 acres southwest of Miami, includes the 4,500 acre ROYAL PALM STATE PARK. Selected as a plant, bird and animal sanctuary, the park has flora and fauna unlike anything else above the 26° latitude—tropical birds by the thousands, orchids and ferns (with fronds 20 feet long), the panther and cougar, sailfish, shark and tarpon. The Ingraham Highway, automobile and foot trails traverse the park grounds.

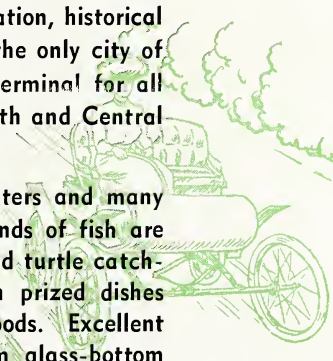


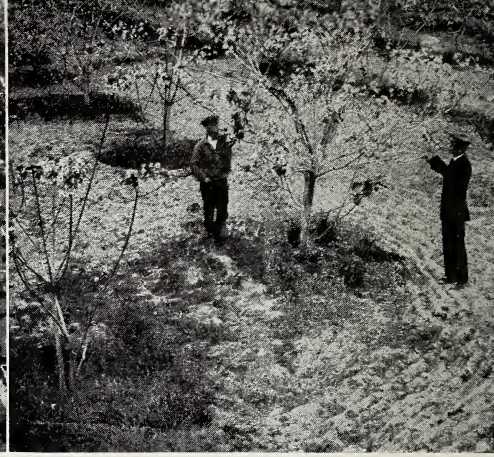
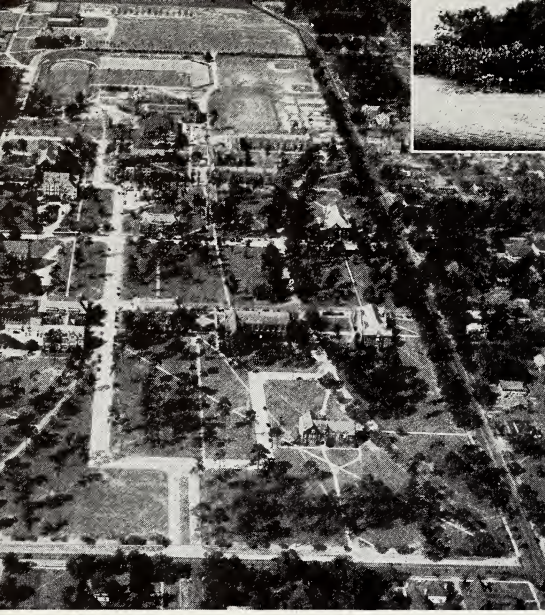
TYPICAL VIEWS ALONG THE LOWER EAST COAST

The **OVERSEAS HIGHWAY** departs from the mainland a few miles below the Redland district and reaches over a long line of Florida keys to the island city of Key West. Except for 36 miles, where ferry service is now supplied, this highway is one of the most unusual and scenic drives in America.

KEY WEST, 125 miles south of Miami, lies at the end of the Florida Keys. Not only has this city an unusual location, historical background, and a diversified population, but it is the only city of any size in the United States that is an absolute terminal for all land traffic. Air lines connect with Miami and South and Central America.

Practically every variety of fish abound in its waters and many sportsmen come here. More than four million pounds of fish are shipped annually from this point. Sponge fishing and turtle catching are large industries. Restaurants specialize in prized dishes of green turtle soup, crabs, lobsters and other seafoods. Excellent views of the marine growth can be observed from glass-bottom boats.





THE UNIVERSITY OF FLORIDA

FLOATING ISLAND, MCINTOSH

TUNG OIL TREES

Central Florida..... through the Ridge and Lake Sections.

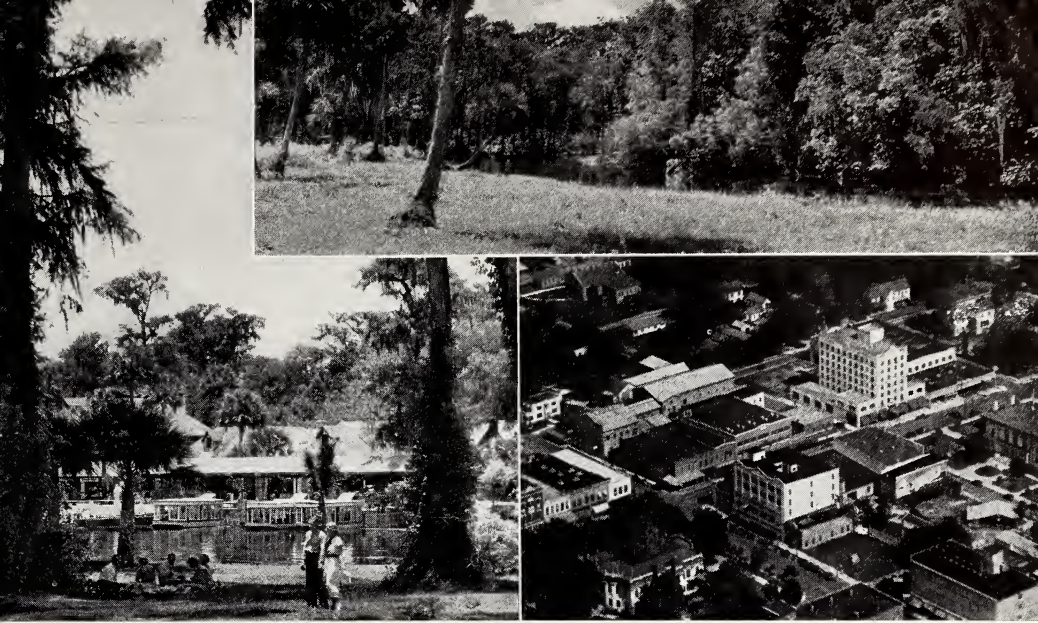
GAINESVILLE is the seat of the University of Florida which has one of the most beautiful campuses in America. The university's annual enrollment is 3,000 students.

North of Gainesville is the DEVIL'S MILLHOPPER, a phenomenal lime rock sink.

A network of good roads connect Gainesville with most parts of the State and many scenic drives are in this locality. In recent years the planting of tung oil trees has been one of the chief agricultural pursuits.

OCALA is near the site of many phosphate mines and lime rock quarries which provide its citizens with a lucrative income. A few miles east of Ocala is the OCALA NATIONAL FOREST and just south of the city limits is CAMP ROOSEVELT, headquarters for the cross-state ship canal project. SANTOS, five miles below the





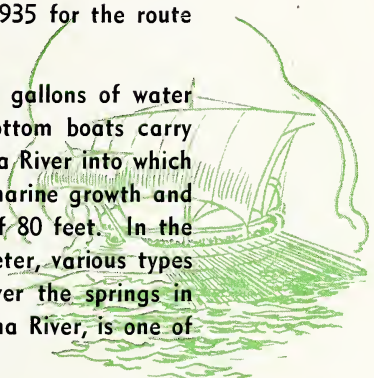
SILVER SPRINGS

OKLAWAHA RIVER

OCALA

city, was the site of huge excavations made in 1935 for the route over which the canal is supposed to traverse.

SILVER SPRINGS, from which flow 20,000,000 gallons of water per hour, are six miles east of Ocala. Glass-bottom boats carry sightseers over the springs and down the Oklawaha River into which the spring runs. Enormous fish, many types of marine growth and huge turtles are visible even through the depth of 80 feet. In the basin of the springs, which is 3,000 feet in diameter, various types of under-water caverns are observed. A trip over the springs in the glass-bottom boats, or one down the Oklawaha River, is one of lasting enjoyment.



Essentially a college town, DELAND is the home of Stetson University, which has 500 students, about half of whom are from the North.

SANFORD produces more than one-fourth of all the celery of the United States and for miles the air is filled with the spicy fragrance of this cellulose vegetable. Every available space in the city, including the lawns, is devoted to the growing of celery and lettuce.





STETSON UNIVERSITY, DELAND

CIRCLE, ST. JOHNS RIVER

GIANT CYPRESS

Near Sanford is an old cypress tree reputed to be the largest of its kind in the world. This tree is 126 feet tall, 42 feet in circumference, and is estimated to be over 3,000 years old.

"A town that has become a university," a famous novelist described WINTER PARK, home of Rollins College. The college, established in 1885, attracted many distinguished Cuban families during the Spanish-American War and has grown steadily since. Across the campus is the "Walk of Fame," made of stones from the birthplaces of about 400 celebrities.

ORLANDO, "The City Beautiful," is the largest city in Central Florida. The 33 lakes within the city limits, each surrounded by a landscaped garden, together with the oaks that line almost every street, give the city the appearance of a huge park. Orlando lies in the center of one of the richest citrus producing sections in the State and ships thousands of oranges and grapefruit each year.

EUSTIS is noted for its high altitude, healthful climate and pure water. TAVARES, located between this resort and Lake Dora, is in the heart of a fertile citrus area. MOUNT DORA, to the east, has been built on a plateau overlooking many beautiful lakes.





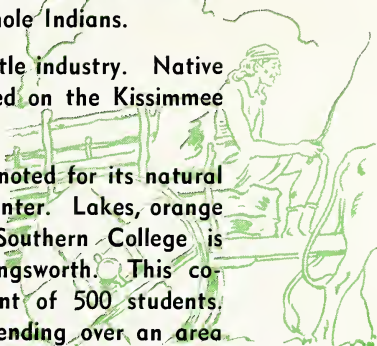
SCENES IN ORLANDO AND WINTER PARK. CIRCLE, ROLLINS COLLEGE CHAPEL

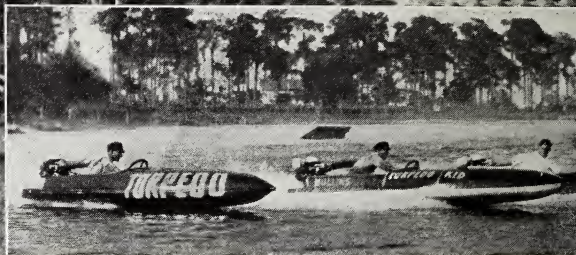
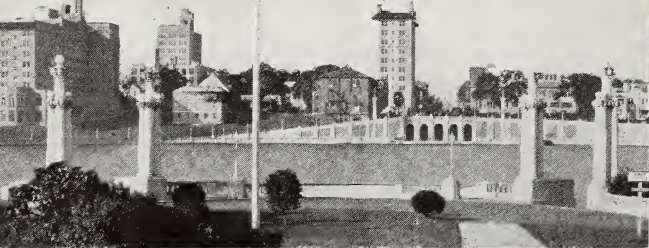
LEESBURG is used extensively as a shipping point by farmers and industrialists of one of the most fertile regions in Central Florida. Watermelons, grapes, citrus, ferns and staple vegetables are shipped in large quantities. Kaolin is a leading product. Here also are the famed **VENETIAN GARDENS**.

BUSHNELL is the center of a citrus, trucking, dairying and poultry region. **DADE MEMORIAL PARK**, near Bushnell, was the scene of the Dade Massacre. Here in 1835, more than 100 American soldiers were killed in ambush by the Seminole Indians.

KISSIMMEE is the center of the Florida cattle industry. Native beef is raised on the numerous ranches located on the Kissimmee prairie south and east of the city.

LAKELAND, largest city in Polk County, is noted for its natural beauty and its importance as an educational center. Lakes, orange groves and parks attract many tourists. Southern College is located on the sloping shores of Lake Hollingsworth. This co-educational college has an average enrollment of 500 students. There are 15 lakes within the city limits, extending over an area whose average altitude of 216 feet above sea level approximates





ABOVE—LAKELAND'S MAGNIFICENT COMMUNITY CENTER. CITRUS GROVE FROM THE AIR
BELOW—CYPRESS GARDENS, WINTER HAVEN. OUTBOARD RACING, AUBURNDALE

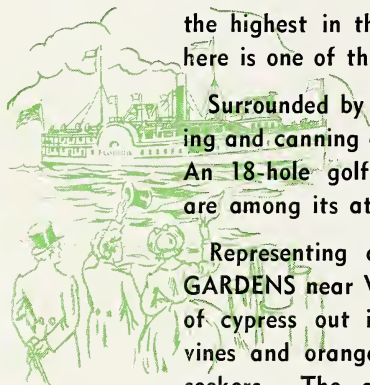
the highest in the State. The million-dollar civic center erected here is one of the finest in Florida.

Surrounded by 100 lakes, WINTER HAVEN, a citrus fruit packing and canning center, is rapidly becoming a popular winter resort. An 18-hole golf course, excellent fishing, hunting and bathing are among its attractions.

Representing a typical section of Florida are the CYPRESS GARDENS near Winter Haven. Pathways leading through a jungle of cypress out in the lake, and among flowering shrubs, trees, vines and orange groves, afford an unusual retreat for pleasure seekers. The gardens are noted for the Camellia japonicas, azaleas and rare tropical and aquatic plants. Cypress Gardens are best reached by boat from Lake Howard.

LAKE WALES, in the heart of Florida's ridge section, is surrounded by hundreds of clear lakes and rolling hills covered with citrus groves.

At Mountain Lake, a suburb of the city, is Iron Mountain, the site of the SINGING TOWER, a pink shaft of limestone built by





BOK SINGING TOWER, LAKE WALES

OVAL—CLUSTER OF FINE FLORIDA ORANGES

HIGHLANDS HAMMOCK, SEBRING

Edward William Bok in memory of his grandparents. The tower contains a carillon which is played by Anton Brees, internationally famous carillonneur, every evening at sunset during the winter season. The largest bell in the carillon weighs 11 tons. Surrounding the tower is Mountain Lake Sanctuary, a large game and wild life preserve.

A summer and winter resort, SEBRING, founded by Geo. Sebring, was modeled after the mythical Greek city, Heliopolis. It is the center of citrus fruit and truck gardening industries.

HIGHLANDS HAMMOCK STATE PARK (1,200 acres) was presented to the State by Mrs. John Roebling and is a gem of tropical and sub-tropical growth, a tamed jungle of shrubs, huge trees, palm forests and a riot of brilliantly colored vines. See the 1,000-year old tree, 31 feet in circumference. The park is traversed with automobile and foot trails. Picnicking areas are available.

BARTOW, WAUCHULA and ARCADIA are the respective county seats of Polk, Hardee and DeSoto Counties. Phosphate, cattle, citrus and truck farming constitute their major activities.





Sponge Fleet, Spring Bayou, and Diver, Tarpon Springs

The Gulf Coast.....

noted for its hammocklands.

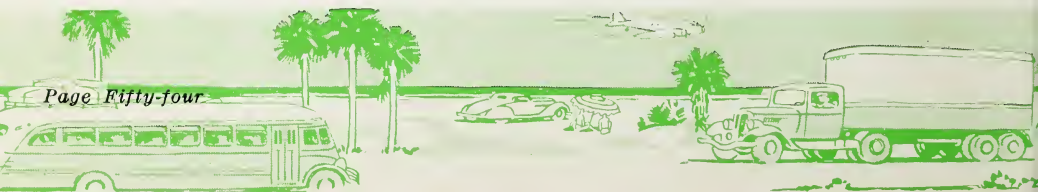
IN the high hammock section is **BROOKSVILLE**, once the overnight stopping point for the stagecoach line between Gainesville and Tampa.

INVERNESS is situated on Tsala Apopka Lake, which is 18 miles long and dotted with islands—excellent fishing and duck hunting.

TARPON SPRINGS. Gaily colored boats, 20 miles of waterfront and Old World customs distinguish the prosperous Greek colony of Tarpon Springs, leading sponge market of the United States. Greek Cross Day, on January 6th, is the only celebration of its kind in America and attracts thousands of visitors every year.

CLEARWATER. Dividing Clearwater is the Bay-to-Bay Boulevard, linking the Memorial Causeway to Clearwater Beach with the Davis Causeway across Old Tampa Bay to Tampa.

"The Sunshine City" is the appellation given **ST. PETERSBURG** and the city is so seldom without the benefit of the health-





VIEWS OF ST. PETERSBURG AND VICINITY

producing rays that a local newspaper gives away its home edition every day the sun does not shine before noon.

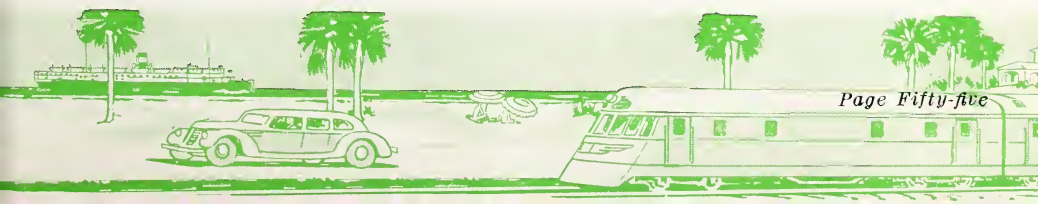
St. Petersburg is truly a gathering place for elderly tourists, although there is a wide variety of entertainment for persons of all ages.

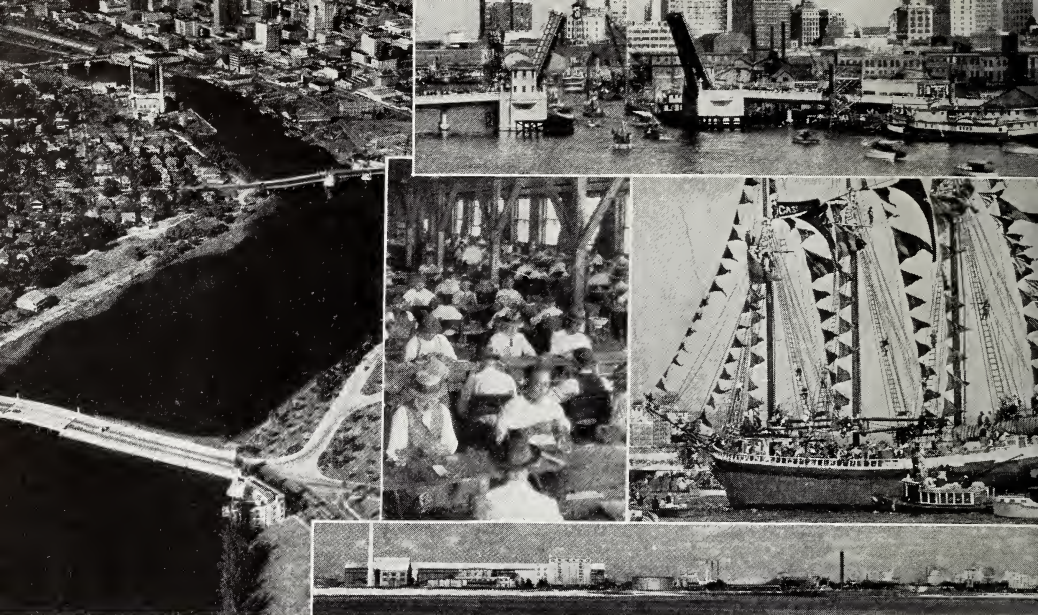
Fishing is the principal sport of the visitors but basking in the sun on one of the more than 5,000 green-colored public benches, located along the streets and in the parks, is a favorite pastime. Checkers, horseshoe pitching and shuffleboard tournaments are popular.

Gandy Bridge, seven miles in length and one of the longest of its kind in the world, connects St. Petersburg with Tampa.

To date TAMPA has stressed commerce and cigars. But since the decrease in shipping and the advent of nickel cigars, Tampa now strives for tourist trade. Without any effort on its part, the city has many features that invite the most exacting visitors. Plant Park, the waterfront, Port Tampa, Bayshore Drive, Davis Island and Ybor City are all worth seeing.

Bayshore Drive, winding between the new five-mile seawall and the spacious estates bordering it, is one of the most beautiful





SCENES AROUND TAMPA

boulevards in America. From the drive is seen Davis Island and its Spanish homes, hotels and apartments. Here, too, on this \$15,000,000 plot of pumped up sand, is Tampa's magnificent municipal hospital. At the end of the drive is Bayfront Park, a recreational and fishing center.

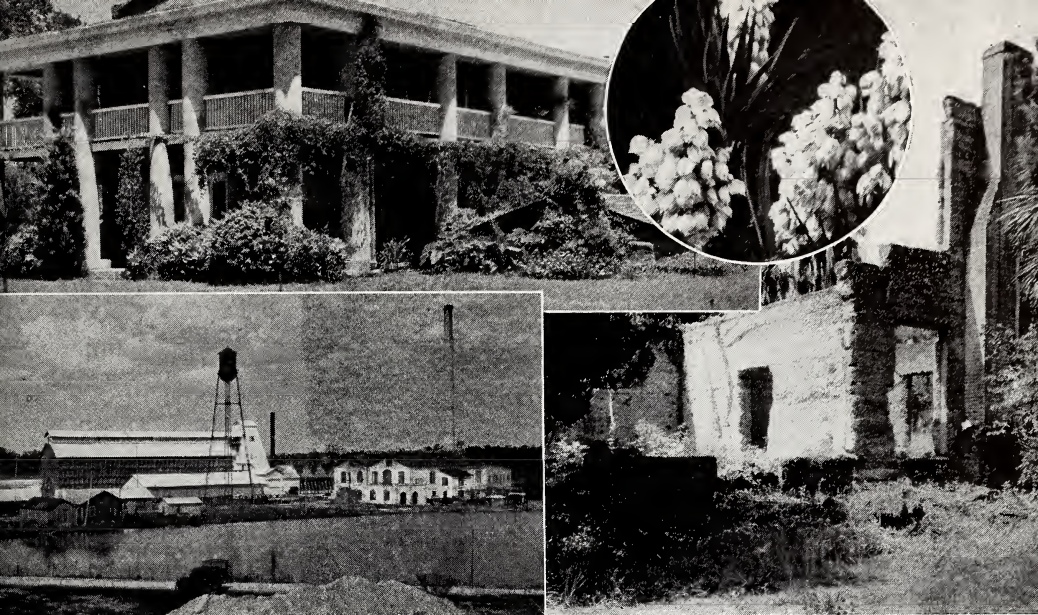
Port Tampa, the city's deep water harbor, is reached by continuing nine miles out the Bayshore Road.

The city offers all types of amusements, the major ones being fishing, golfing, swimming and greyhound racing during the winter at nearby SULPHUR SPRINGS. Fine catches of tarpon are frequently made in nearby Tampa waters.

One of the landmarks of Tampa is the old Tampa Bay Hotel, which cost \$3,500,000, and is said to be the finest example of Moorish architecture in America. The hotel now houses the University of Tampa and near the huge structure stands an ancient oak under which De Soto is said to have parleyed with the Indians in 1539.

Surrounding the hotel, Plant Park, Tampa's largest recreational space, includes the municipal auditorium and museum, zoo and





GAMBLE MANSION, PHOSPHATE MINE, RUINS OF BRADEN CASTLE, CIRCLE, "SPANISH BAYONET"

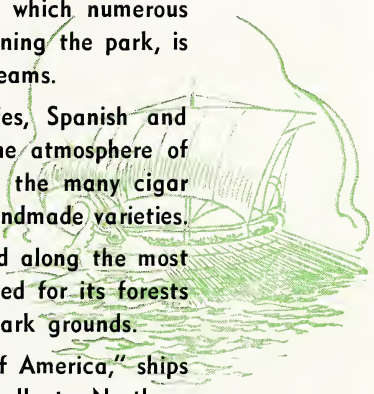
bandshell. The park has many walkways along which numerous rare shrubs and flowers grow. Plant Field, adjoining the park, is the training camp of two major league baseball teams.

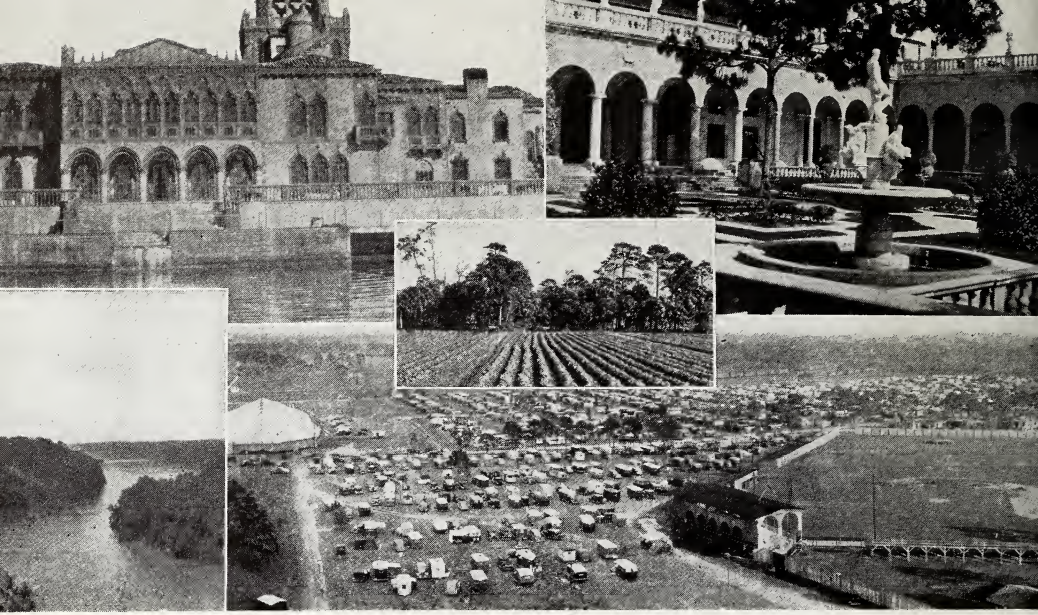
In YBOR CITY are the giant cigar factories, Spanish and Italian restaurants, exclusive Latin clubs, and the atmosphere of Old World Spain. Visitors are escorted through the many cigar factories, which still excel in the clear Havana handmade varieties.

HILLSBOROUGH RIVER STATE PARK, situated along the most beautiful section of the Hillsborough River, is noted for its forests of exotic beauty. Winding foot trails traverse park grounds.

PLANT CITY, "the winter strawberry capital of America," ships over \$1,000,000 worth of large strawberries annually to Northern markets. Truck farming and citrus are engaged in during the summer and fall.

BRADENTON, a community of beautiful homes with landscaped grounds, can be readily appreciated when approached from the north over its mile-long bridge. From here the tourist observes the bay to the west, the large municipal pier, and a picturesque yacht basin.





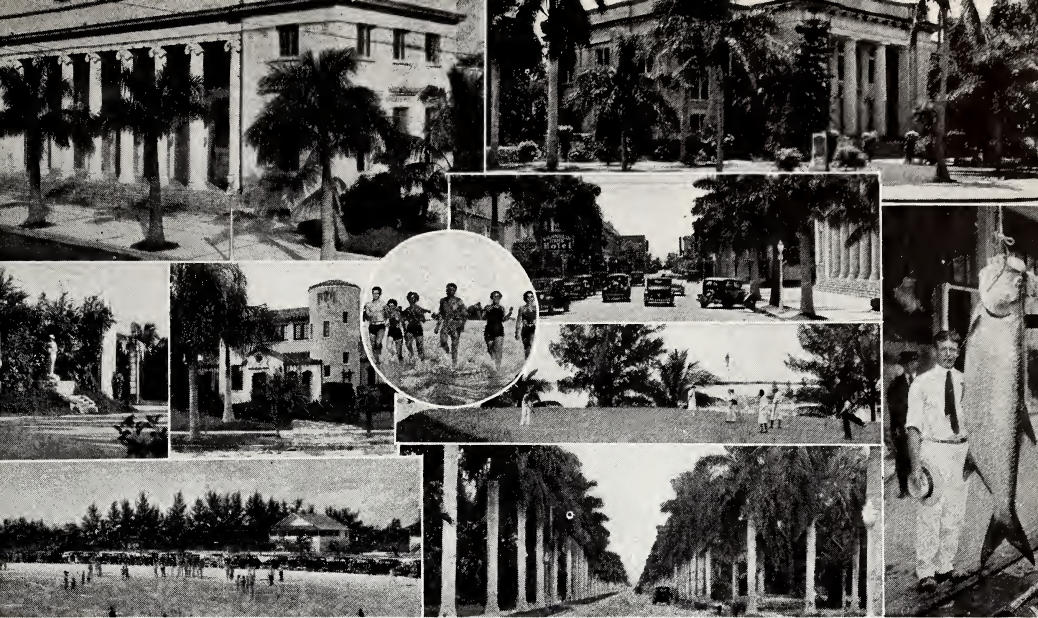
SARASOTA—RINGLING HOME, MUSEUM, LETTUCE FIELD, TRAILER CAMP, LOVELY MYAKKA RIVER

Near here is the old colonial home of Robert Gamble, where Judah P. Benjamin, Secretary of State of the Southern Confederacy, took refuge following Lee's surrender.

SARASOTA, located on Sarasota Bay, is nationally famous for tarpon fishing and thousands of visitors come each year to enjoy this sport. Only a short distance away are several fine beaches where salt water surf bathing is afforded.

Outstanding among the points of interest in this city are the winter headquarters of the Ringling Bros., Barnum and Baily Circus and the John and Mabel Ringling Museum of Art. During the winter, when the circus returns to Sarasota, visitors have the rare treat of seeing wild animals, clowns and trapeze artists under the informal setting of Florida sunshine and sub-tropical vegetation.

The John and Mabel Ringling Museum of Art, containing the largest collection of Rubens in the world, is one of the show places of the city. So many famous paintings are found in this museum, until only the Metropolitan Museum of Art in New York can boast of a finer collection. Besides paintings, the museum also has a number of excellent sculptures and vases.



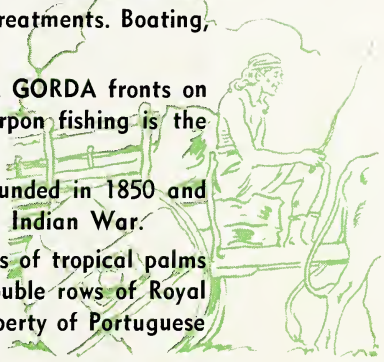
SEVERAL "SHOTS OF FT. MYERS AND VICINITY"

On the Gulf of Mexico is **VENICE**, home of the Florida Medical Center, a health resort specializing in sunbath treatments. Boating, fishing and bathing are popular.

An important shipping point for fish, **PUNTA GORDA** fronts on Charlotte Harbor, second largest in State. Tarpon fishing is the favorite sport.

FORT MYERS, on the Tamiami Trail, was founded in 1850 and named for a soldier who fought in the Seminole Indian War.

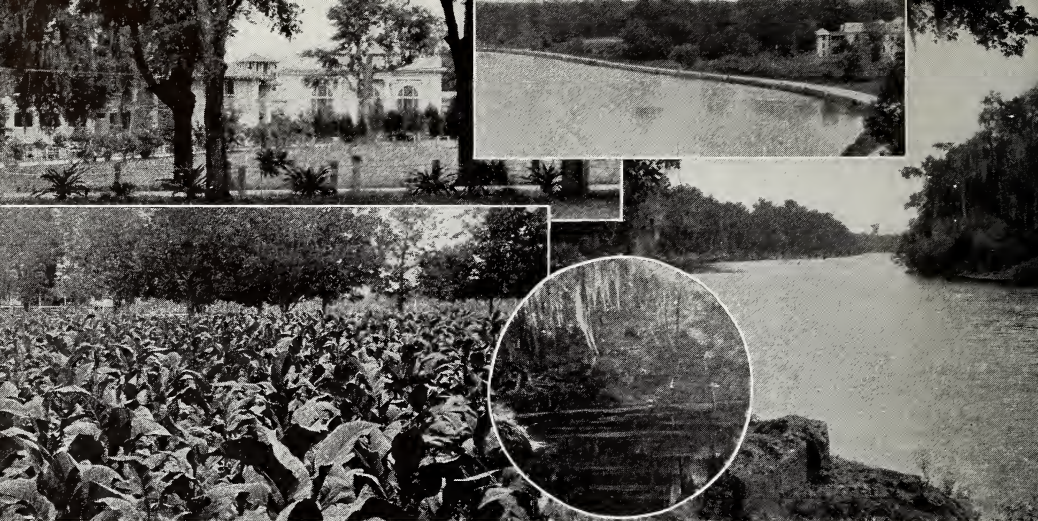
Today, the city is noted for the many varieties of tropical palms that line its streets. Most beautiful are the double rows of Royal Palms, a variety that was once the exclusive property of Portuguese nobility.



Fort Myers was the winter home of the great scientist, Thomas Edison, and here too was his winter laboratory. Henry Ford, Harvey Firestone and Elsworth Milton Statler also have homes in the city.

East of Fort Myers lies the **FLORIDA EVERGLADES**, the huge sawgrass swamp which has been, since the Indian wars, the home of the Florida Seminole. These people often come to the city to purchase supplies with money they have earned fishing and trapping, and they may be seen on the streets in their bright native costumes.





ABOVE—VETERANS' HOSPITAL, LAKE DESOTO, LAKE CITY
BELOW—TOBACCO FIELD, FALMOUTH SPRINGS AND FAMOUS SUWANNEE RIVER NEAR LIVE OAK

North Florida.....

the pinelands and red hill regions.

LAKE CITY'S progress has been due to its strategic location. Nine principal highways converge here, affording more outlets of highway transportation than any other place in Florida. It is estimated that more than a million people pass through this community annually.

A fine old North Florida residence amid massive oak trees is the home of Fred P. Cone, Florida's governor.

The U. S. Veterans Hospital is in Lake City also.

LIVE OAK, the State's leading tobacco center, is near the Suwannee River, famed in the song, "The Old Folks at Home."

North of MADISON are Cherry Lake Farms, one of the nation's model communities, begun in 1934 by the Resettlement Administration.

MONTICELLO was once a mission town of the Spanish Trail. An intensive program of beautification during the past few years has made the little city one of the best landscaped communities in West Florida.





ABOVE—FLORIDA'S CAPITOL. STATE COLLEGE FOR WOMEN
BELOW—GOVERNOR'S MANSION. CENTER RIGHT—FIRST TUNG OIL TREE IN AMERICA, TALLAHASSEE

TALLAHASSEE, Florida's capital, is built in the rolling red clay hill region. Here is the seat of the State Government and also the State College for Women.

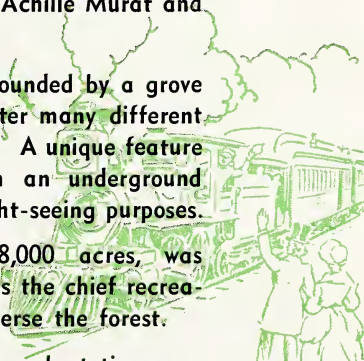
Beautiful lakes and rivers are in the vicinity, and twenty-two miles away is the Gulf of Mexico. Many drives around the capital city traverse heavily wooded hills.

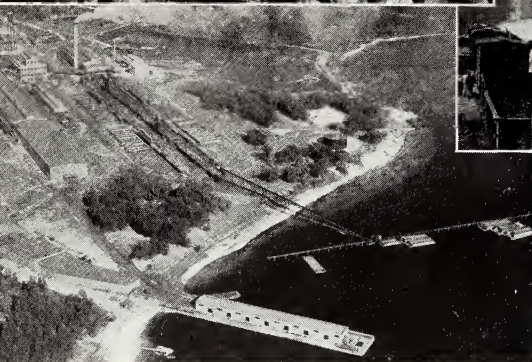
The old Episcopal cemetery has the graves of Achilles Murat and his wife, a niece of George Washington.

WAKULLA SPRINGS, 106 feet deep, are surrounded by a grove of massive cypress trees. In its transparent water many different kinds of fish and marine growth may be observed. A unique feature of the springs are the fossil remains seen in an underground cavern. Glass-bottom boats are provided for sight-seeing purposes.

APALACHICOLA NATIONAL FOREST, 198,000 acres, was established as a timber reserve in 1936. Fishing is the chief recreation in this locality. Many trails and roads traverse the forest.

PANAMA CITY, though only a fishing village a short time ago, has now more than 12,000 people, due largely to the paper mill





ABOVE—GRADING SUMATRA TOBACCO.
BELOW—PAPER MILL, PANAMA CITY.

FULLER'S EARTH PLANT, QUINCY
SHOAL RIVER, OKALOOSA COUNTY

there. It claims to be the closest American city to the Panama Canal and attracts tourists in all seasons.

The vicinity of QUINCY supplies more than half of the world's total production of Fuller's earth. Quincy has also prospered as a tobacco market for the Sumatra varieties.

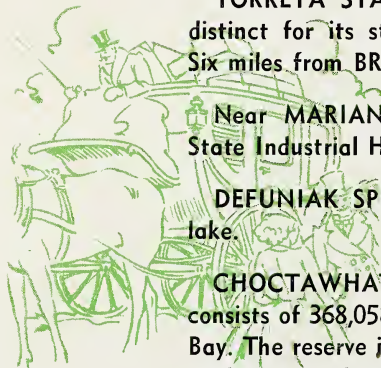
CHATTAHOOCHEE, Florida's asylum for the insane, adjoins RIVER JUNCTION. The asylum houses over 4,000 patients. At this point the time changes from Eastern to Central Standard Time.

TORREYA STATE PARK, named for the rare Torreya tree, is distinct for its steep slopes, ravines and historical Neal's Bluff. Six miles from BRISTOL.

Near MARIANNA are numerous caverns worth seeing. The State Industrial Home for Boys is located here.

DEFUNIAC SPRINGS is a popular resort built around an oval lake.

CHOCTAWHATCHEE NATIONAL FOREST, established in 1908, consists of 368,058 acres on Santa Rosa Sound and Choctawhatchee Bay. The reserve is noted for fishing and bathing. Tourists accommodations and public camp grounds are available. A 4-H Camp



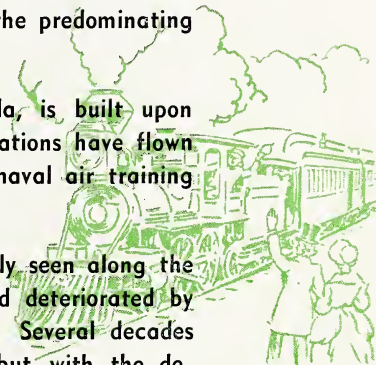


ABOVE—FORT SAN CARLOS AND BARRANCAS, FLYING FORMATION
BELOW—PENSACOLA BEACH AND WATERFRONT FROM THE AIR

operates on the premises. The Florida pine is the predominating tree.

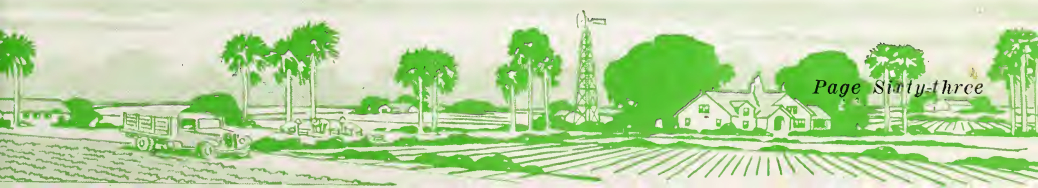
PENSACOLA, metropolis of Northwest Florida, is built upon high hills along Pensacola Bay. Flags of five nations have flown over the city which today is noted for its large naval air training school, navy yard and the forts in its environs.

Over-hanging balconies and roofs, so frequently seen along the city's streets, and the old homes, unpainted and deteriorated by age, give Pensacola an Old World atmosphere. Several decades ago Pensacola was an important cotton port, but with the destruction caused this crop by the boll weevil, Pensacola's shipping activities have waned in recent years.



Old Christ Church, Plaza Ferninand VII, Farinas home, grave of Alexander McGillivray, and Jackson's old home are some of Pensacola's most interesting historical points.

EDITOR'S NOTE:—Limited time and space did not warrant complete coverage of all towns, cities, and points of interest within the State. If your community has been omitted, we express our sincere regrets.



No Postage Required No Signature Is Necessary Please Mail Promptly

Your cooperation in furnishing the following information will be greatly appreciated by the State Road Department which builds Florida roads for you.

Station No. Date.

How many persons (including driver) in your car for this trip?

What was the principal reason for this trip?

Business ☐

Visit friends or relatives ☐

Health ☐

Recreation ☐

What forms of recreation did you enjoy most?

Principal points of interest to you

While in Florida how did you spend most of your time:

Touring the State ☐ Or Residing at

How many days did you stay in Florida on this trip?

Did you stay most of the time at:

Hotels ☐

With friends ☐

Rented apartments ☐

Your own home ☐

Tourist homes ☐

Trailer camps ☐

Roomed with private family ☐ Cabin Camps ☐

How much money did you spend in Florida on:

Your own automobile (operation and maintenance) \$

Living expenses \$

Recreation \$

Total \$

How many miles in Florida did you travel in your car on this trip?



TO ALL OUT-OF-STATE MOTORING TOURISTS:

By filling out and returning the questionnaire postcard, a facsimile of which appears above, you will have done your part toward making possible the most accurate and all-inclusive study of highway problems ever undertaken in the history of this country.

These questionnaire cards will be distributed at several points along the State line and are available also at most of the Chambers of Commerce, as well as leading tourist centers.

We not only solicit your full cooperation in supplying the necessary information but we will appreciate your early return of these forms.

We, of the Survey, wish you many pleasurable days in Florida and trust that you will come again to our State.

STATE ROAD DEPARTMENT OF FLORIDA
DIVISION OF STATEWIDE HIGHWAY PLANNING SURVEY
TALLAHASSEE, FLORIDA

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